

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

**BRIGHTON INTERNATIONAL
SPEED TRIALS**

SUNBAC AT SILVERSTONE

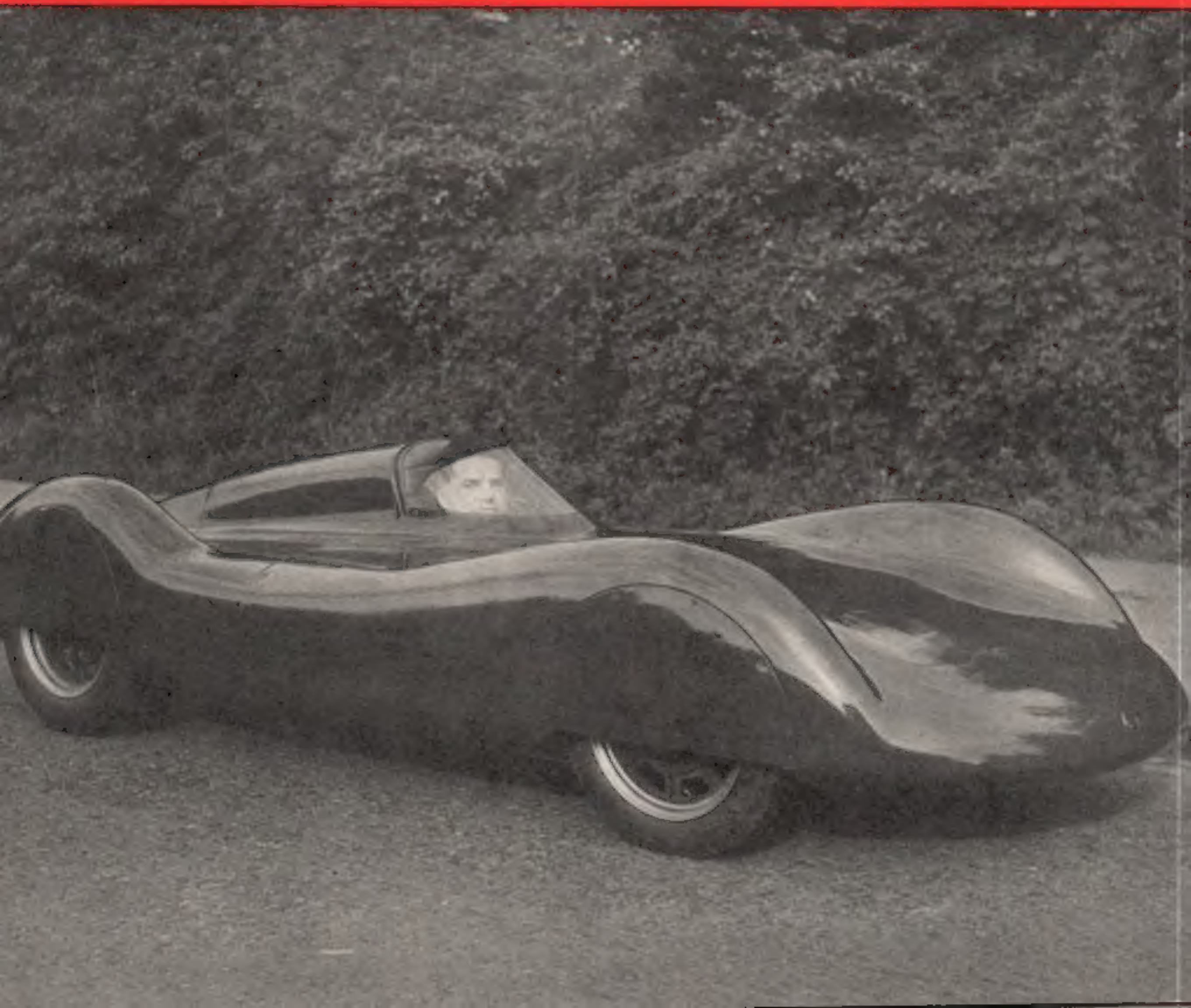
S.S.C.C. TURNBERRY RACES

THE FABULOUS DUESENBERG

A STREAMLINED COOPER

**Russell Lowry - John Bolster
Barclay Inglis**

**Vol. 3. No. 10.
September 7, 1951**



STIRLING MOSS

THE KIEFT

AND

VIGZOL



The Man

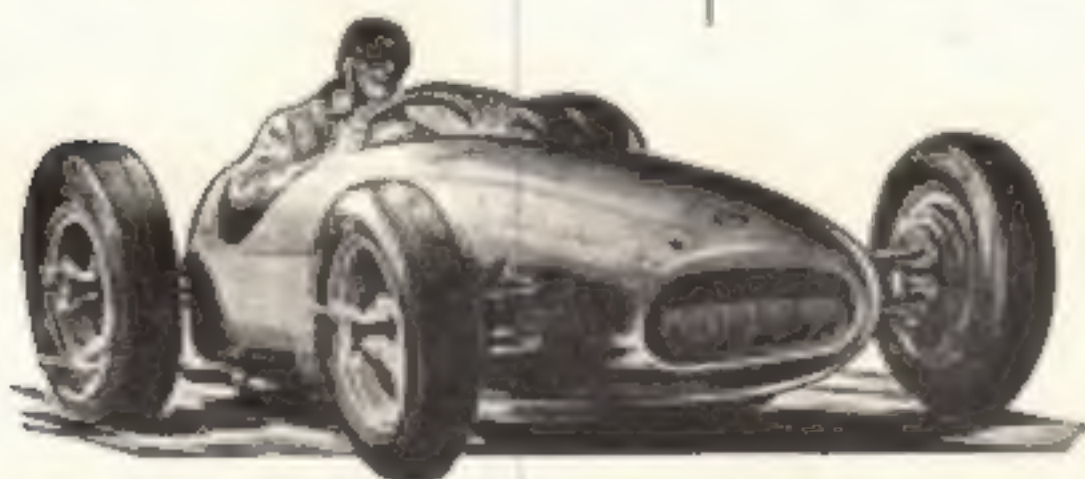
Stirling Moss would be famous even if he had never won a race in Formulas I & II. For he is one of the leaders in that happy band of enterprising enthusiasts who have put Great Britain bang on top in the 500 c.c. class. Indeed, these little four-wheeled bullets—weighing around 550 lbs—seem to suit his adventurous yet controlled racing technique. A vivid example of this was given in the Goodwood International Trophy Race, in which he drove his new Kieft to victory on its very first appearance; at Silverstone G.P. Meeting he led all the way and now holds the lap record—the only 500 c.c. car to lap under two minutes!

The Car

The new Norton-powered Kieft has many novel features. Ray Martin's design initially is aimed at achieving maximum stability. The forward positioning of the cockpit is used to balance the combined mass of the engine and gearbox. The chassis frame consists of carefully stressed unit-fabricated mild steel tubes—and an interesting feature, borrowed from aircraft construction, is the 'torque-box', designed to provide as much resistance to torsional stresses as to vertical loads. Judging by its performance to date, when the new Kieft goes into production some strong competition will be injected into Formula III meetings!

The Oil

Stirling Moss races on Vigzol Motor Oil. He finds free-flowing Vigzol—with its immense film strength—unrivalled for standing up to the terrific stresses of racing car performance. Vigzol Oil protects his engine throughout the most gruelling race, and enables him, when necessary, to step up the revs with safety towards the finish. Having this vital margin in hand gives him a big advantage. Thus, by relying on Vigzol for your car, you get better performance, longer engine life, easier starting, and more miles per gallon.



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NEW RECORDS by
(INTERNATIONAL & AMERICAN)



LT-COLONEL GARDNER

AGAIN RELIED ON...


The Lucas Ignition logo, featuring the word 'LUCAS' in a large, outlined, sans-serif font above the word 'IGNITION' in a smaller, solid, sans-serif font. The entire logo is tilted and enclosed within a rectangular border.

LUCAS
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JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

INTERNATIONAL CLASS "F" RECORDS FOR BRITAIN

Lt.-Col. "GOLDIE" GARDNER

with his  regains world speed records★

★

137.4 m.p.h.

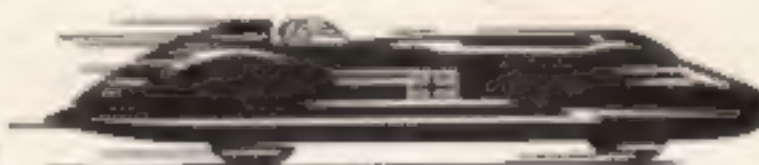
ONE HOUR



ALSO HOLDS

204.3 m.p.h.

FLYING KILO



203.9 m.p.h.

FLYING MILE



200.6 m.p.h.

FLYING FIVE KILOS



Subject to official confirmation.

Lt.-Col. "Goldie" Gardner also achieved the following records:—

STANDING START

- ★ 50 KMS . 127.8 M.P.H.
- ★ 50 MILES 132.0 M.P.H.
- ★ 100 KMS . 130.6 M.P.H.
- ★ 100 MILES 136.6 M.P.H.
- ★ 200 KMS . 135.1 M.P.H.

(Subject to official confirmation)

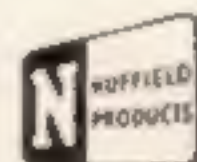
All these records were attained with a standard T.D. Engine (Supercharged) as fitted to the current production model of the popular M.G. Midget.



Apart from these latest successes Lt.-Col. Gardner's M.G. holds World Records in International Classes "G," "H," "I" and "J" for Flying Kilo, Flying Mile and Flying 5 Kilos.
(Subject to official confirmation)

THE M.G. CAR COMPANY LIMITED · SALES DIVISION · COWLEY · OXFORD

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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EDITORIAL

IT is obvious that John Bolster's recent comments on present-day rallies have borne fruit. Regulations have been received for several forthcoming events, in which organizers stress the very points that our contributor so ably criticized. In practically every case, attention is drawn to excessive speed and the need for strict compliance with the Road Traffic Act. The M.C.C., in their prospectus for the forthcoming *Daily Express* 1,000 Miles Rally, go so far as to state: "Any competitor driving at an excessive speed, or convicted under the Road Traffic Act for any offence committed within the period of 24 hours before the start and ending 24 hours after the finish, may be subsequently excluded from the Rally. Special Observers will take observations *en route* to note and report any instance of dangerous and noisy driving, driving at an unreasonable speed or any other infraction of the Regulations."

Our esteemed contemporary, *The Autocar*, has brought its usual sane approach to bear on the problem and in general this old-established journal emphasizes the very same things that John Bolster instanced in his original article.

Let us hope that the wisdom of experienced motor-ing men will not go unheeded by competitors and would-be competitors in all events that are run on the public highways.

* * *

AUTOSPORT offers its congratulations to Archie Butterworth. To make best time of the day for the second successive year at Brighton is a notable achievement, and a lasting tribute to the genuine engineering skill that made possible the design and construction of the four-wheel-drive A.J.B. The startling performance from standstill of this clever machine, particularly on slippery roads, makes one wonder if the late Dr. Porsche really had something for Grand Prix racing in the uncompleted Cisitalia, now Autoar.

* * *

THE warm-hearted action of the A.C. Owners' Club in arranging a run to Devil's Dyke and Eastbourne last Sunday for disabled ex-Servicemen will commend itself to all. Apart from the unquestioned worthiness of the cause, the organization of such events by a motor club can do much to earn the approval and willing co-operation of the police and public. The A.C. affair was in the nature of an experiment but the obvious pleasure it gave their guests is an encouragement to the club, and to others.

OUR COVER PICTURE

LITTLE BEAUTY: John Cooper in the aerodynamic Mark V Cooper, with which he and Bill Aston will shortly attack International Class records at Montlhéry. (More pictures on pages 304 and 305.)

Pit and Paddock

LANCE MACKLIN'S name was omitted from the provisional list of T.T. entries in last week's issue. He will drive a DB2 Aston Martin.

FERRARI will be seen at Earls Court. Brooklands, of Bond Street, London, W.1, will be exhibiting the latest Type 342 "America" saloon, with coachwork by Ghia, and a 2.5-litre "Inter". A 2.5-litre chassis will also be shown. The "342" develops 200 b.h.p. at 4,800 r.p.m. and has a 4-speed gearbox. Stand 147A will certainly be one of the main attractions for enthusiasts.

MONTE CARLO RALLY will be stiffened up considerably in 1952. Rumour has it that several hundreds of miles will be added to the itinerary, and that the organizers are considering reintroducing the old bonus marks system for the most difficult routes.

BACK ROOM BOY



Man behind many 500 c.c. successes is tuner Steve Lancefield, who is responsible, amongst other things, for the Norton engines of Eric Brandon of Ecurie Richmond, and the Ken Carter-Bill Whitehouse-John Cooper set-up. Steve was formerly with the Bracebridge Street concern, and knows more than sufficient about what produces good solid b.h.p.



Jack Moor, who, with his twin-o.h.c. Norton-engined Wasp, easily leads for the non-series-built car award in the AUTOSPORT £200 British 500 c.c. Drivers' Championship.

HARKING back to the Half-Litre Club's "100 Miler", T. J. Clarke (Iota-J.A.P.) was not credited with being a finisher.

RELAY RECAP: S. G. Marler did not run in the Formula-winning North London team, his place being taken by Colin Chapman (Lotus). Scott's Singer was not a 1½-litre, but a "Nine". "Berks" in last week's issue was a misprint for "Berko".

GEOFF HOLT and Ann Gastrell were safely married last Saturday, at Christ Church, Woodford. Many Northern notabilities attended the reception at "Kenwood". Another Northern item is that Major and Mrs. Arnold Pownall have a brand-new son.

PANHARD is marketing a low-priced, light sports car. This will be the "750", with brief alloy bodywork, spartan weather-protection equipment and only one door. Known as the Dyna-Junior, it will also be available with the "sprint" engine.

ALBERT GÉRARD, who is mainly responsible for putting on the Mons races, is at present in this country.

PETER BINNS is reported to have acquired Claude Tipper's Monaco "500", originally owned by George Hartwell.

GOLDIE GARDNER was featured on a coast-to-coast network in U.S.A. He broadcast his experiences with the record-breaking M.G. in a big-time sporting programme.

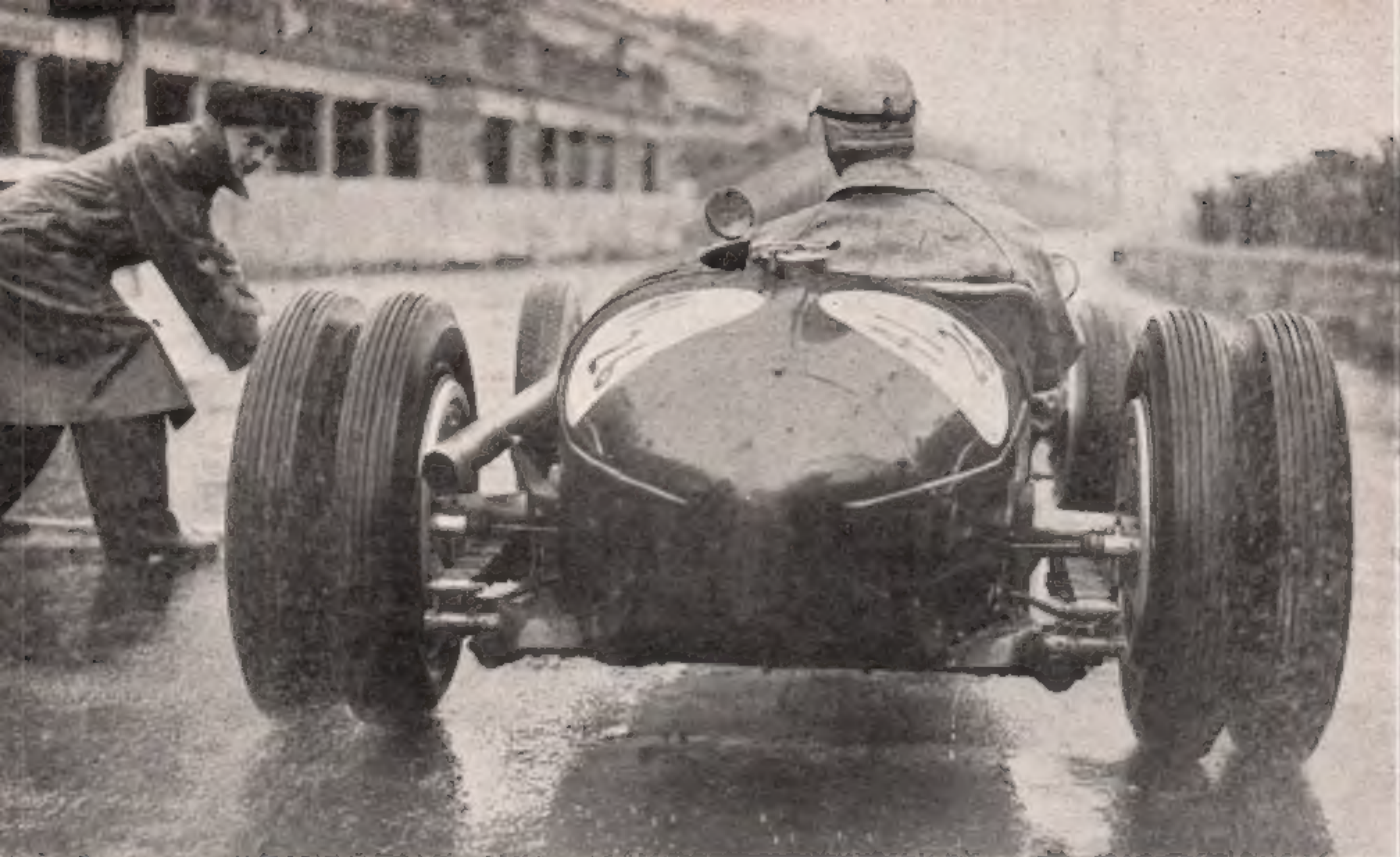
BRITISH Trials Drivers' Championship will not be held in the West Country despite rumours circulating in trials circles. Actual venue has not yet been settled, but North Wales is as good a guess as any.

FRANCIS BEART is preparing a comprehensive article on the o.h.c. Norton engine for AUTOSPORT. Bert Houlding will also reveal many of the secrets of tuning the Ford Ten engine.

GEORGE MATTHEWS tells us that there will be no further car race meetings at Boreham this season. Considerable improvements to the surfacing are contemplated for 1952 racing.

STONEHAM'S, whose mobile Rolls-Royce bookstall is a feature of the majority of important meetings, are issuing their house magazine "Torque", in an attractive new printed style. Up-to-date reviews of motoring books are a feature, as is also data concerning the earlier "classics".

TRADITIONAL Buxton week-end for the M.C.C. Sporting, and Sheffield and Hallamshire High Peak Trials will not be based with the "Palace" as H.Q. this year. The management erroneously booked up the hotel for some big convention. M.C.C. will probably hold a small informal dinner in a hotel outside Buxton.



SPIN AND SPRAY: Rob Walker about to set off down a soaking-wet Madeira Drive, in his E-Type E.R.A.-engined Delage, during the International Speed Trials.

BUTTERWORTH BEST at BRIGHTON

**Remarkable Run with A.J.B. in Rainstorm—Sidney Allard,
Runner-Up with "Caddy" Allard, Breaks Sports-Car Record**

UNTIL Archie Butterworth appeared with his four-wheel-drive, Steyr-engined A.J.B., it looked odds-on that best time of the day would go to Sidney Allard in his Cadillac-powered Allard two-seater. During the morning's sports-car session, the Brighton and Hove M.C. had promise of a traditional fine day for the International Speed Trials on Madeira Drive last Saturday. However, during the lunch interval, the storm clouds rolled up, and the racing classes started off in what was to become a near-deluge.

Harry Lester and his Lester-M.G. convincingly won the 1,100 c.c. sports class with 32.89 secs., breaking the existing record by just over two seconds. Trouis's Panhard-D.B. was something of a disappointment

RESULTS

Club Trophy (Best Time of the Day): Archie Butterworth (4,425 A.J.B.), 26.63 secs.

Simpson Lee Trophy (Second Fastest): Sidney Allard (5,420 Allard-Cadillac), 27.40.

Chater Lea Trophy (Best Lady Driver): Mrs. E. Allard (5,420 Allard-Cadillac), 31.90.

Forrest Lycett Trophy (Fastest Sports Car): Sidney Allard (5,420 Allard-Cadillac), 27.40.

New Class Records (Sports Cars): Harry Lester (1,087 Lester-M.G.), 32.70; Gordon Parker (2,664 Jaguette S.), 29.48; Sidney Allard (5,420 Allard-Cadillac), 27.40 (New sports-car record); Forrest Lycett (7,982 Bentley), 27.92 (New Bentley class record). (Racing Cars) Archie Butterworth (4,425 A.J.B.), 26.63 (New Formula 1 record).

(33.56). A. O. Gosnell's H.R.G. (35.36) was too quick for the Coopers of Lionel Leonard and E. M. Mackay. Leonard's "Cooperari" was running with a standard engine installed.

One-armed driver Sid Greene once again displayed his mastery of the sprint business by winning the 2-litre category from Kemp-Place's similar car. In the heavily subscribed over 2,000 c.c. class, Sidney Allard's Allard-Cadillac shattered his own last year's record (28.00) with a superb run of 27.40. Forrest Lycett made a determined bid to better this with his 8-litre Bentley (28.50), and Hitchings's Le Mans Allard-Cadillac was also thereabouts with 29.20.

Inter-marque rivalry was intense



VICTOR: Archie Butterworth coming to the line with his four-wheel-drive A.J.B. to make best time of the day.

Brighton—continued.

in this section. Best XK 120 Jaguar was that of local-man John Craig, who gave a first-class demonstration of straight-through gear changing (31.40). Champion Healey pilot was a gentleman with the appropriate name of D. A. Hely (35.20). Betty Haig, who was noted to be running on "Blue Peter" retreads, was just 0.1 sec. slower. Chevell's 4.3 Alvis made its Brighton debut with a fine 30.80, and Guy Gale's evergreen Darracq clocked 30.20, against the 32.36 of Rob Walker's Delage. Cliff Davis in the ex-Leonard Magnette won the supercharged sports-car class up to 2,000 c.c., and looked like taking the Benn Trophy if arguments relating to whether or not Lester's car could be described as a pukka Abingdon product could be settled. Gordon Parker cracked his own record in the unlimited section with a sparkling 29.48 in his beautifully constructed Jaguette.

Forrest Lycett was, of course, first choice for the Bentley Drivers' class; his 27.92 was far and away the fastest, only Gerry Crozier being within seconds of it (31.03).

The arrival of Formula 3 was heralded with the first spattering of

rain. Don Parker (J.B.S.) and B. C. Ecclestone (Cooper), both ultra-light-weight drivers, disputed the issue, with record-holding Parker coming out on top with 32.82, against Ecclestone's 33.33. Claude Tipper's Monaco was, for once, completely off form, and Curly Dryden put in only one run with his J.B.S. (33.99).

Tony Crook took the Formula 2 event in his Frazer-Nash (32.45).

with Horace Richard's Riley runner-up (34.00).

The Formula 1 affair was a battle of the four-wheel-drive machinery. In quite the worst of the rainstorm, Archie Butterworth (A.J.B.) and Sidney Allard (Allard) set off together—at least Archie set off, for Sid became involved in a spectacular broadside as his rival streaked away out of sight, rather like a torpedo on its way to the target.

Watching Butterworth is quite an experience. One moment he's there, the next he appears to be half-way to Rottingdean. Anyway, his 26.77 secs. was an astonishing performance in such appalling weather conditions. Even more remarkable was the fact that he cut this time down to 26.63 on his second run, being half-blinded by spray from numerous deep puddles on the way.

R. M. Smith's "750" M.G. scored in the 501-750 c.c. category, whilst Bertie Bradnack in his newly supercharged Cooper-J.A.P. was easily fastest in the 751-1,100 c.c. section (31.85). J. W. Broad, in the ex-McLachlan Austin did a spectacular backwards dive soon after the start. The unlimited class saw a struggle between the big-engined



CREATURE COMFORT: Bertie Bradnack sheltering under a gay gamp. He won the 751-1,100 c.c. class with his newly supercharged Cooper-J.A.P.

Alfa Romeo of J. Goodhew, the enormous-engined Triangle Flying Saucer of Ted Lloyd-Jones, and the low-set "E-Type" E.R.A.-powered Delage of Rob Walker.

Ted Lloyd-Jones must be one of the bravest men in motor-racing. To watch that 21-litre machine hurtling along on a dry road is frightening enough, but in the wet it must be one of the most terrifying sights ever seen on Brighton front. Accompanied by feet-high plumes of spray, and waltzing from side to side, Ted took his "marine monster" along in 28.76, to win the class from Goodhew by .04 secs. Rob Walker, with twin rear wheels fitted, made a delightful run (28.41), the low, black machine emitting a lovely snarl as it flashed past the finish with its owner crouched down behind the screen. Dennis Poore fought a hopeless battle with wheel-spin, the 325-odd b.h.p. of the big Alfa being rather more than could be safely transmitted to the soaking roadway.

Another hero was Sam Clutton, who battled his way up the course in 31.23 with the grand old 10-litre Delage.

Raven's Bugatti was best in the Vintage class (31.80), and Dr. Ewen

motored the big Delage to the tune of 32.82. Mrs. Eleanor Allard ("Caddy" Allard) was an easy victor in the Ladies' class, and Mrs. Lorna Snow, a last-minute entry, was runner-up, taking her XK 120 along with hood erect and wipers working overtime.

CLASS RESULTS AND ALL THE TIMES

Sports Cars

Up to 1,100 c.c.—1, H. Lester (1,087 Lester M.G.), 32.70 secs. 2, C. Heath (1,097 Cooper), 34.42. 3, S. K. Rolfe (1,090 Fiat), 36.26. G. Tross (745 Panhard-D.B.), 38.56. R. Watling-Greenwood (1,088 R.W.G.), 37.80. E. R. Jay (747 M.G.), 41.68.

1,101-1,500 c.c.—1, A. Gosnell (1,496 H.R.G.), 35.36. 2, L. Leonard (1,250 Cooper-M.G.), 35.70. 3, E. M. Mackay (1,456 Cooper-Rover), 36.09. P. Merritt (1,287 M.G. Magnette), 40.72. J. Tiffin (1,496 Singer), 42.40. W. H. Bristow (1,287 M.G.), 51.0. E. Haigh (1,498 Riley), 47.0. W. P. U. Constable (1,430 M.G.), 37.37. P. M. Walters (1,250 M.G.), 39.45. J. R. Kenyon (1,496 Fraser-Nash), 43.20. D. E. Smith (1,495 Aston Martin), 38.57. P. M. Sims (1,495 Aston Martin), 41.95. Miss W. G. J. Lewis (1,495 Aston Martin), 43.40. C. J. Penman (1,496 Singer), 37.91. F. M. Baker (1,250 M.G.), 42.60. A. Benrose (1,250 M.G.), 37.01. J. Walker (1,250 M.G.), 38.0. M. L. Curre (1,421 M.G.), 39.80. S. E. Wormald (1,496 H.R.G.), 39.80. Dr. G. H. Scott (1,500 H.R.G.), 40.80. A. J. Jarvis (1,496 H.R.G.), 38.42.

1,501-2,000 c.c.—1, S. G. Greene (1,971 Frazer-Nash), 32.26. 2, H. Kemp-Pace (1,971 Frazer-Nash), 32.81. R. E. Pattenden (1,767 Connolly), 36.41. L. Gilbanks (1,971 BMW), 37.0. E. C. W. Stapleton (1,964 Aston Martin), 35.04. C. Angell (1,950 Aston Martin), 41.60.

Over 2,000 c.c.—1, S. H. Allard (5,420 Allard-Cadillac), 27.40. 2, Forrest Lycett (7,963 Bentley), 28.50. 3, A. Hitchings (5,420 Allard-Cadillac), 29.20. W. B. Black (1,442 Jaguar), 31.80. S. J. Boshier (1,442 Jaguar), 31.70. G. Gale (3,996 Darracq), 30.20. P. Delfy (4,453 Lagonda), 36.80. Charles Brackenbury (2,580 Aston Martin), 35.20. R. Freeman Wright (4,453 Lagonda), 34.61. E. A. Snow (1,942 Jaguar), 33.60. R. W. Cookson (3,485 Jaguar), 35.0. R. R. C. Walker (3,557 Delahaye),

32.36. R. W. Hogg (4,398 Bentley), 32.00. J. A. F. Cripps (7,300 Cripps Spl.), 33.60. L. Wood (3,442 Jaguar), 31.83. W. H. Charnock (2,432 Alvis), 40.20. C. L. Goodacre (2,660 Austin), 38.60. C. S. Elphinstone (4,453 Lagonda), 41.40. R. G. Whalen (2,443 Healey), 35.80. S. E. Sears (3,442 Jaguar), 33.80. W. Freed (3,442 Jaguar), 31.91. Miss B. Haig (2,443 Healey), 35.30. S. C. Norman (2,660 Austin), 38.0. J. H. Shuter (4,506 Invicta), 35.82. D. A. Hely (2,443 Healey), 35.20. R. R. C. Walker (2,580 Aston Martin), 34.90. P. J. E. Binn (4,300 Vauxhall), 38.66. C. Mans (3,442 Jaguar), 33.0. N. Hewitt (4,375 Allard), 32.70. A. C. Westwood (3,442 Jaguar), 34.40. C. C. Devereux (3,662 Allard), 37.10. J. Benn (2,443 Healey), 35.40. J. H. Goodhew (4,500 Lagonda), 33.70. R. A. Chevell (4,300 Alvis), 30.80. B. E. Bradnack (3,442 Jaguar), 33.00. W. A. Jacobs (3,442 Jaguar), 31.20. R. H. Craig (3,485 Jaguar), 36.00. J. H. Craig (3,442 Jaguar), 31.40.

Supercharged Sports Cars

Up to 2,000 c.c.—1, F. C. Davis (1,435 M.G.), 32.88. 2, V. I. Horn (1,097 Amilcar), 33.57. 3, D. W. Davis (1,287 M.G.), 34.11. A. G. Baker (939 M.G.), 34.40. M. Leo (1,954 Lagonda), 40.80. A. H. Montague (1,750 Alfa Romeo), 37.47. L. Fuller (1,172 Dellow), 40.10. M. Potter-Moore (1,086 M.G.), 38.06. J. G. S. Sears (1,250 M.G.), 38.90. R. G. Worth (1,100 Amilcar), 36.70.

Over 2,000 c.c.—1, G. Parker (2,664 Jaguar), 29.48. 2, W. A. L. Cook (3,300 Bugatti), 31.40. 3, Monica Whincop (2,261 Bugatti), 34.91. Mrs. H. L. Kennard (7,020 Mercedes-Benz), 37.10. T. A. Roberts (2,261 Bugatti), 37.20. J. Oyle (2,336 Alfa Romeo), 35.0. C. E. Lewis (4,618 Maserati), 37.40.

Bentley D.C.

1, Forrest Lycett (7,982), 27.92. 2, G. M. Crozier (7,982), 31.03. 3, R. W. Hogg (4,398), 32.35. O. A. Bates (7,982), 38.50. T. E. Walker (4,398), 35.92. T. N. May (4,345), 37.80. E. R. Smeeha (4,398), 37.76. C. A. Harridge (6,597), 34.80. D. McKennie (2,996), 39.0. Maj. J. H. Bailey (2,996), 46.90. J. A. Williamson (4,398), 35.12.

(Continued on page 298)

THE RAINS CAME: Don Parker (J.B.S.-J.A.P.), winner of the Formula 3 class, sets off in company with D. W. Powell-Richards (Kieft-J.A.P.), soon after the rain began.



September 7, 1951

BUTTERCUP: Ken Rawlings cornering at Silverstone with his well-known Vanguard Special.



C. H. Swain and J. W. Cox (both XK 120s) close behind. Lap two saw Newton take the lead, Swain overtaking Cox for second place on the way into Stowe. Next time round Swift ran out of road at Beckett's and Newton had increased his lead to 10 secs. Behind the leaders, J. H. Elt and D. T. Russell, in almost identical cars, fought a level battle, head to tail throughout. Swain did all he knew to catch Newton and gained slightly, but the 'Nash came home 6 secs. ahead.

SUNBAC BACK AT SILVERSTONE

Chapman's Lotus-Austin Seven Laps at 70 m.p.h. — Peter Collins (J.B.S.) Wins 500 c.c. Race from Ecurie Richmond

THE Sutton Coldfield and North Birmingham Automobile Club presented its third race meeting at Silverstone last Saturday to a disappointingly small audience, the usual very varied programme extending to 10 events with an entry of over 80 cars. The weather was fairly good, though the threat of rain hung over the meeting throughout, and an occasional sprinkling decreased adhesion from time to time on the corners. Practice produced a variety of mechanical troubles—the light towing vehicle covered 42 miles bringing in the casualties—and there were, therefore, one or two non-starters in most races, despite much high-speed engineering work in the paddock.

The first event, a four-lap scratch race for sports cars up to 1,500 c.c. (1,300 c.c. blown) brought 14 cars to the starting line. On the fall of the flag, Michael Allen took Colin Chapman's Lotus into the lead but first time round was second to K. H. Downing's Connaught, with G. A. Lewis, the fastest of half-a-dozen H.R.G.s, leading the remainder. The Connaught gradually increased its lead over the astonishing Lotus

to win by 15 secs., with R. M. Smith's 1,496 c.c. Riley a further quarter of a minute behind. G. M. Lloyd's Dellow, which slid at Stowe on lap one and exhibited fearful front wheel tramp when braking for that corner thereafter, came fifth behind Lewis.

A four-lap scratch race for sports cars over 1,500 c.c. followed, also with 14 starters, eight of which were XK 120s. J. B. Swift, in one of these, led E. J. Newton (1,971 Frazer-Nash) on the first lap, with

with G. N. Mansell (XK 120) working steadily up from eighth place to finish third.

Races C and D, one for M.G.s, the other for 750 Formula cars, were run concurrently, with five of the former in the front row and four of the latter behind them on the grid. At the start, Colin Chapman impelled the Lotus through a convenient gap and was already five secs. ahead by the end of lap one, with P. H. Turvey's TC just leading Ken



DEBUT: Rupert Instone in the beautifully finished Mezzolitre "500", which is fitted with a B.S.A. twin-cylinder power-unit and has front-drive.

Hartridge's 1,298 c.c. M.G. Lap by lap Chapman increased his lead to win comfortably at an average speed of 67.66 m.p.h., providing food for thought by completing his last lap well inside two minutes—1 min. 57½ secs., i.e., approximately 70 m.p.h.! Hartridge, the M.G.'s chassis apparently composed of a series of holes held together by some thin strands of metal, won his duel with Turvey to take second place over all and first of the M.G.s, with J. J. Westwood (1,250 M.G.) fourth. G. D. Adamson (Austin 747 c.c.) had the misfortune to have his rotor arm disintegrate when he was going well and lying second in the 750 Formula section of the event; so that R. H. Grimsley filled that place instead. Lionel West, whose engine had blown up so thoroughly a week before during the Six-Hours Race, and who appeared to have fitted another of much less potency, finished third of the Austins.

took the J.B.S. out in front and stayed there, unchallenged, to win by 12 secs. at 75.43 m.p.h. from Les Leston in a similar car, with J. Leary (Cooper 499) close behind. Rupert Instone drove the beautifully finished, ultra-light, B.S.A.-engined F.W.D. Mezzolitre on its first appearance, but clutch trouble gave him no chance of showing its paces. The second heat was full of incident, a few spots of rain having moistened the track. Eric Brandon took the lead but was passed by team-mate Alan Brown. On lap one, R. Akehurst (497 Cooper) took to the Grand Prix circuit at Stowe and stayed out. Ian Smith and A. Rippon had a dice in their Coopers on the second lap but next time round the latter was limping along, just firing. Lap four saw Ian Smith revolve on Stowe, where I. Pelling in his Emeryson went off, but later re-started. Meantime Rippon had got going again but turned round

on Stowe. B. A. M. Gilbert (497 Cooper) had come steadily up into third place behind the Ecurie Richmond, which was running in line ahead with Alan Brown in front. Peter Mould, who had disappeared early on, eventually got going and was motoring swiftly in the Emeryson, its wheels looking as though they were about to come off, while Ian Smith revolved again on lap six. As the leaders came down Hangar Straight on the last tour, Eric Brandon was seen to have taken the lead, and Alan Brown, close behind him on the inside line, spun off at Stowe.

After a tea interval racing resumed with a four-lap All-comers Handicap, in three heats and a final. In the first of these, R. H. Grimsley (Austin 747) led for three laps off 2 min. 55 secs., with T. A. Parkes (1 min. 25 secs.) pushing his 1,267 c.c. Morgan along on his tail. J. J. Vorr's 3,255 c.c. Bugatti overtook "Buttercup", Ken Rawling's Vanguard Special, on the way into Stowe on the second lap, but P. Westley brought his 3,640 c.c. J.A.G. up from 1 min. 30 secs. to take the lead on the last lap and win by four-fifths of a second from G. A. Lewis's H.R.G. (also 1 min. 30 secs.).

In heat two, G. S. Scott's H.R.G. (1 min. 20 secs.) held the lead for three laps, with D. O'M. Taylor (XK120) and Les Leston (499 J.B.S.) on his tail—what fun to see



SPECIALS. (Left) Peter Westley (J.A.G.) leading the All-Comers' Handicap, which he won, (Below) R. H. Grimsley in his trim Formula Austin Seven

Next came a scratch race for XK120s over four laps, with eight contestants under starter's orders. C. H. Swain, with the hotbed-up ex-Moss car, immediately took the lead and held it to win by 14 secs. at 75.45 m.p.h. For three laps J. B. Swift and J. K. Hemsworth dived for second place, eventually finishing in that order, Mansell coming fourth ahead of D. T. Russell and J. H. Elt, whose private duel had extended over the entire distance.

The eight-lap scratch race for 500 c.c. cars of Formula 3 was run in two heats, the final placings being computed on times in these heats. In the first, Peter Collins



Sunbce Buck at Silverstone—continued. the sports and racing cars mixing it together! On the last lap Taylor went out in front to win, Newton's Le Mans Replica Frazer-Nash just pipping J. Leary (497 Cooper) in the last few hundred yards for second place.

Heat three had its moments. R. J. L. Threlfall led with his 1,467 c.c. Lester M.G. for a couple of laps until he slid on Stowe: F. Preece slid his XK 120 out and back again: J. H. Eli's Jaguar turned round. Next lap, J. K. Hemsworth's XK slid on Stowe and there was one of those moments, Preece standing on everything and brilliantly achieving an avoidance phenomenal by a margin of about one inch. The ruck pressed on the while, Swain sliding out on the last lap to be passed by Russell, only to succeed in repassing him before the line to take second place by one-fifth of a second behind Downing's Connaught, which had seized the lead on lap three.

The final was also the day's Heat in the *Motor Sport* Silverstone Handicap Challenge Trophy Contest. Sixteen cars came to the line, Margulies's Talbot and D. J. R.

Chapman's Bentley coming forward as qualifiers from an earlier meeting. On the third lap, Chapman, starting off 1 min., pushed the Bentley out in front, Downing's Connaught seized second place until D. O'M. Taylor's XK 120 grabbed it from him, finishing thus, with Parkes's Morgan, Westley's J.A.G., and J. B. Swift's XK, off scratch, pressing on behind. Margulies, running with a different engine, was not in the picture when he retired, boiling, and he and D. J. R. Chapman are due to meet tomorrow to settle the *Motor Sport* Trophy contest with one single mark between them after a season's endeavour.

BARCLAY INGLIS.

RESULTS

Sports Cars up to 1,500 c.c. U/s., 1,300 c.c. S., 4 laps: 1, K. H. Downing (1,485 Connaught), 7 mins. 53.8 secs., 69.24 m.p.h.; 2, Michael Allen (747 Lotus-Austin), 8 mins. 8.4 secs.; 3, R. M. Smith (1,496 Riley), 8 mins. 21.4 secs.

Sports Cars over 1,500 c.c. U/s., 1,300 c.c. S., 4 laps: 1, E. J. Newton (1,971 Frazer-Nash), 7 mins. 22.6 secs., 73.55 m.p.h.; 2, C. H. Swain (3,442 Jaguar), 7 mins. 29 secs.; 3, G. N. Mansell (3,442 Jaguar), 7 mins. 43.2 secs.

4 lap race for M.G. Cars: 1, K. Hart-ridge (1,298 M.G.), 8 mins. 31.4 secs., 64.15 m.p.h.; 2, P. H. Turvey (1,250

M.G.), 8 mins. 34.8 secs.; 3, J. J. Westwood (1,250 M.G.), 8 mins. 45.8 secs.

4 lap race for 750 M.C. Formula Cars: 1, A. C. B. Chapman (747 Lotus-Austin), 8 mins. 4.8 secs., 67.66 m.p.h.; 2, R. H. Grimsley (747 Austin), 10 mins. 16.4 secs.; 3, L. L. West (747 Austin), 10 mins. 47.6 secs.

4 lap race for Jaguar XK 120 Cars: 1, C. H. Swain, 7 mins. 14.8 secs.; 75.45 m.p.h.; 2, J. B. Swift, 7 mins. 28.4 secs.; 3, J. K. Hemsworth, 7 mins. 37. secs.

500 c.c. Race. Two 8-lap Heats (Decided on time): 1, P. J. Collins (499 J.B.S.-Norton), 14 mins. 29.8 secs., 75.43 m.p.h.; 2, E. Brandon (499 Cooper-Norton), 14 mins. 41.4 secs.; 3, L. Leston (499 J.B.S.-Norton), 14 mins. 47.6 secs.

All-comers' Handicap (Three 4-lap Heats and 4-lap Final): Heat 1: 1, P. Westley (3,440 J.A.G.), 10 mins. 23.6 secs., 62.65 m.p.h.; 2, G. A. Lewis (1,496 H.R.G.), 10 mins. 24.8 secs.; 3, I. A. Parkes (1,267 Morgan), 10 mins. 26 secs.

Heat 2: 1, D. O'M. Taylor (3,442 Jaguar), 10 mins. 6.4 secs., 75.17 m.p.h.; 2, E. J. Newton (1,971 Frazer-Nash), 10 mins. 16.8 secs.; 3, J. Leary (497 Cooper-J.A.P.), 10 mins. 18.4 secs.

Heat 3: 1, K. H. Downing (1,485 Connaught), 10 mins. 21.4 secs., 68.85 m.p.h.; 2, C. H. Swain (3,442 Jaguar), 10 mins. 30.4 secs.; 3, D. T. Russell (3,442 Jaguar), 10 mins. 30.6 secs.

Final: 1, D. J. R. Chapman (Bentley), 4 mins. 56.4 secs., 68.12 m.p.h.; 2, D. O'M. Taylor (3,442 Jaguar), 10 mins. 12 secs.; 3, K. H. Downing (1,485 Connaught), 10 mins. 13 secs.

Brighton Results—continued

Racing Cars

Formula 3: 1, Thom. Parker (497 J.B.S. J.A.P.), 12.5; 2, R. C. Ecclesstone (497 J.B.S. J.A.P.), 13.1; 3, R. M. Shyden (499 J.B.S. Norton), 13.99; 4, R. W. Messenger (497 J.B.S. J.A.P.), 14.40; 5, P. A. Seymour (497 J.B.S. J.A.P.), 14.8; 6, D. H. Philp (497 J.B.S. J.A.P.), 15.0; 7, M. P. A. Baker (497 J.B.S. J.A.P.), 15.0; 8, C. T. Pinner (499 J.B.S. Norton), 15.20; 9, D. W. Row (497 J.B.S. J.A.P.), 15.2; 10, G. J. G. (497 J.B.S. J.A.P.), 15.5; 11, Miss B. H. (497 J.B.S. J.A.P.), 15.5; 12, A. M. (499 J.B.S. Norton), 15.5.

Formula 2: 1, J. A. D. Cook (497 J.B.S. Norton), 12.45; 2, H. A. Richards (497 J.B.S. Norton), 13.0; 3, R. M. Shyden (499 J.B.S. Norton), 13.19; 4, Sir C. Edwards (497 J.B.S. Norton), 13.5.

Formula 1: 1, A. J. Butterworth (4,425 A.T.B.), 26.63; 2, S. H. A. (4,425 A.T.B.), 29.4; 3, R. R. C. W. (4,425 A.T.B.), 30.7; 4, S. H. A. (4,425 A.T.B.), 30.8; 5, C. J. H. (4,425 A.T.B.), 31.0; 6, J. Smith (4,425 A.T.B.), 31.0.

801-999 c.c.: 1, R. M. Smith (497 J.B.S. Norton), 15.5; 2, F. G. (497 J.B.S. Norton), 15.5; 3, D. J. G. (497 J.B.S. Norton), 15.5.

991-1,100 c.c.: 1, B. E. Bradstock (497 J.B.S. Norton), 15.5; 2, G. R. (497 J.B.S. Norton), 15.5; 3, J. W. (497 J.B.S. Norton), 15.5; 4, D. (497 J.B.S. Norton), 15.5; 5, E. (497 J.B.S. Norton), 15.5; 6, J. (497 J.B.S. Norton), 15.5; 7, J. (497 J.B.S. Norton), 15.5; 8, J. (497 J.B.S. Norton), 15.5; 9, J. (497 J.B.S. Norton), 15.5; 10, J. (497 J.B.S. Norton), 15.5.

Unlimited: 1, F. Lloyd-Jones (12,000 Triangle Flying Special), 29.76; 2, J. C. (12,000 Triangle Flying Special), 29.76; 3, R. R. C. W. (4,425 A.T.B.), 29.41; 4, S. H. A. (4,425 A.T.B.), 29.4; 5, A. E. (4,425 A.T.B.), 29.4; 6, B. E. (4,425 A.T.B.), 29.4; 7, J. (4,425 A.T.B.), 29.4; 8, J. (4,425 A.T.B.), 29.4; 9, J. (4,425 A.T.B.), 29.4; 10, J. (4,425 A.T.B.), 29.4.

Vintage (Unlimited): 1, A. S. Raven (1,194 Buz), 13.1; 2, M. C. H. (1,194 Buz), 13.1; 3, G. A. (1,194 Buz), 13.1; 4, G. A. (1,194 Buz), 13.1; 5, G. A. (1,194 Buz), 13.1; 6, G. A. (1,194 Buz), 13.1; 7, G. A. (1,194 Buz), 13.1; 8, G. A. (1,194 Buz), 13.1; 9, G. A. (1,194 Buz), 13.1; 10, G. A. (1,194 Buz), 13.1.

Perkins (1,990 Bugatti), 33.06; D. Gahagan (1,992 Sunbeam Special), 33.5; R. M. (1,496 Bugatti), 41.20.

Indies: 1, Mrs. E. A. (4,425 A.T.B.), 15.5; 2, Mrs. E. A. (4,425 A.T.B.), 15.5; 3, Mrs. E. A. (4,425 A.T.B.), 15.5; 4, Mrs. E. A. (4,425 A.T.B.), 15.5; 5, Mrs. E. A. (4,425 A.T.B.), 15.5; 6, Mrs. E. A. (4,425 A.T.B.), 15.5; 7, Mrs. E. A. (4,425 A.T.B.), 15.5; 8, Mrs. E. A. (4,425 A.T.B.), 15.5; 9, Mrs. E. A. (4,425 A.T.B.), 15.5; 10, Mrs. E. A. (4,425 A.T.B.), 15.5.

THE NAISH HILL-CLIMB

At the Bristol M.C. and L.C.C.'s speed hill-climb at Naish House last Saturday, 1st September, Ken Burgess put up B.T.D. on a re-run with his Javelin-powered Burgess Special. His class-winning time with this car, 52½ secs., was, however, equalled by T. J. Clarke's 500 c.c. Iota, which took the Specials Class, for cars over 1100 c.c. and up to 3-litres.

PROVISIONAL RESULTS

Class A, Saloon cars up to 1,500 c.c. U/s.: M. W. Duncombe (Jowett Javelin), 81 secs.

Class B, Saloon cars over 1,500 c.c. U/s.: F. P. Minter (Triumph 1800 Roadster), 66½ secs.

Class C, Sports cars up to 850 c.c. U/s.: W. H. Young (847 M.G.), 94½ secs.

Class D, Sports cars up to 1,100 c.c. U/s.: 850 c.c. S.: H. I. Roberts (999 Robros), 56½ secs.

Class E, Sports cars up to 1,500 c.c. U/s.: 1,100 c.c. S.: G. Best (939 M.G.

S.), 56½ secs.; A. Morrish (939 M.G. S.), 57 secs.

Class F, Sports cars up to 2,000 c.c. U/s.: 1,500 c.c. S.: K. Burgess (Javelin Special), 53½ secs.; G. Best (939 M.G.), 57 secs.

Class G, Sports cars up to 4,500 c.c.: K. Burgess (Javelin Special), 52½ secs.; K. Burgess (1,917 Asford S.), 57½ secs.

Class H, Specials up to 1,100 c.c.: W. C. Cuff (Hens Hammers 500), 53½ secs.; T. J. Clarke (Iota 500), 54½ secs.

Class J, Specials over 1,100 c.c. and up to 3,000 c.c.: T. J. Clarke (Iota 500), 52½ secs.

Class K, Vintage Sports cars up to 1,500 c.c.: R. W. Ashley (Frazer-Nash), 67½ secs.

Vintage Sports cars unlimited: Webb (30.98 Vauxhall), 70½ secs.

Special Award: K. Burgess, B.T.D., on a re-run.

BLAGDON TREASURE HUNT

A TREASURE HUNT lasting approximately one hour, and involving no more than three miles of driving will be held by the Aston Martin O.C. on Sunday afternoon, 16th September. The Hunt starts at 2.30 p.m. from the Mendips Hotel, Blagdon, Somerset, and will finish comfortably for tea at around 3.30 p.m.

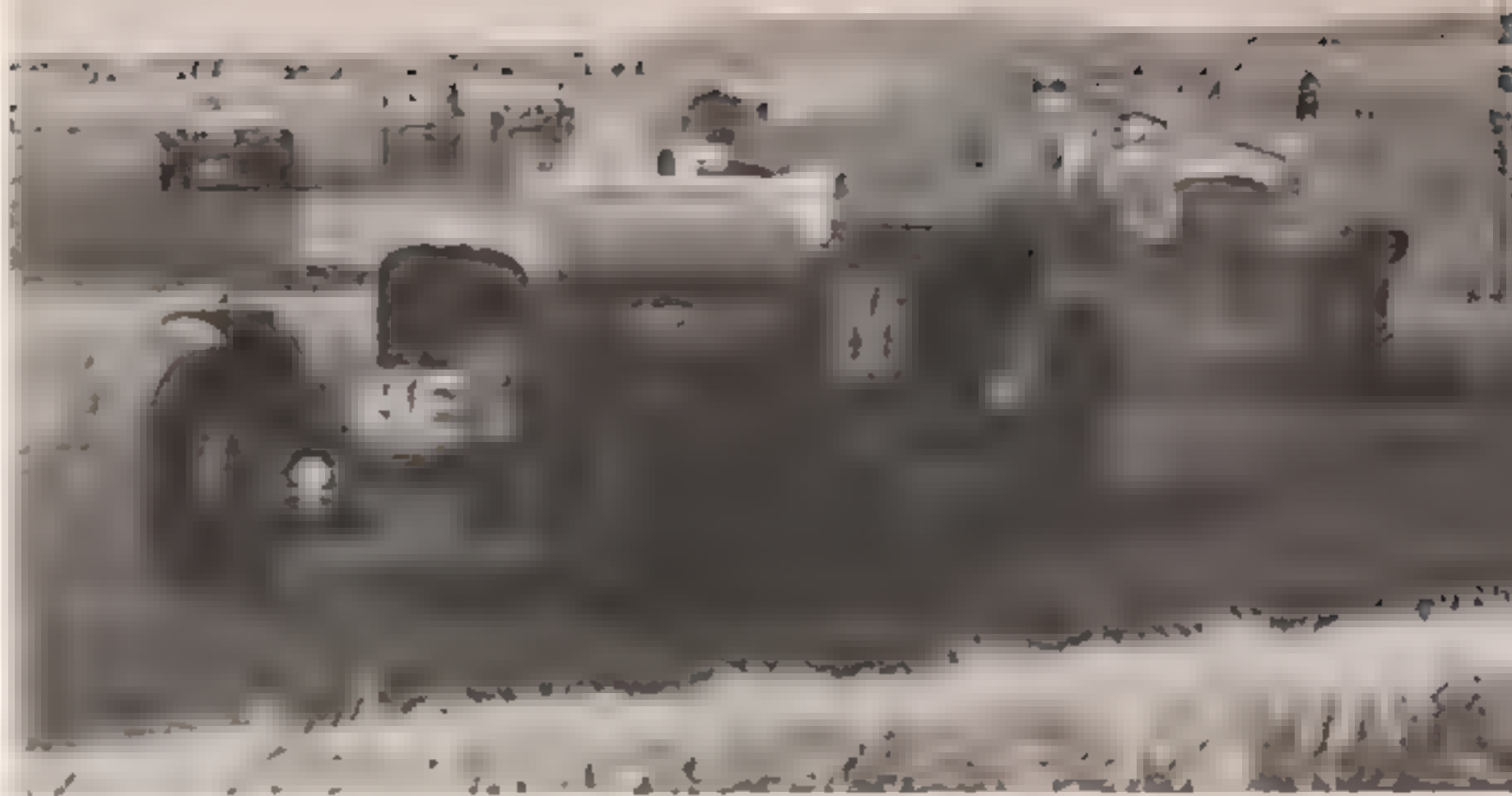
September 7, 1951

VINTAGE: G. G. McDonald and Mirrlees Chassels battle it out with their 4½-litre Bentleys for second place behind Melville's 30 98 Vauxhall in the five-lapper Vintage car race

SCOTTISH enthusiasts flocked in their thousands to the first race meeting on the new 1.6-mile Turnberry circuit last Saturday, organized by the Scottish Sporting Car Club and sponsored by the *Scottish Daily Express*.

The opening event was a five-lapper for saloon cars up to 1½ litres. Bob Kay (1½ M.G.) made the running from the Le Mans start, but was speedily overhauled by H. C. Ballantyne (Riley) into Maidens' Sweep and then by the eventual winner, R. B. Chassels in the oldest of the three Rileys.

Ninian Sanderson (Vauxhall) shot smartly away in the 2½-litre race, whilst Ben Whitehouse pulled off the door handle of his DBI Aston Martin.



TYRER TOPS AT TURNBERRY

BMW Driver's Double in S.S.C.C. Event—Ninian Sanderson's Cooper Wins Against J.P.s—Ian Stewart (Jaguar) Victorious in *Formule Libre* Event

Undaunted, he squeezed his not inconsiderable bulk through the window and set off after the leaders, Harry Slack (Healey Utility) and John Brown (Healey). By lap three the Aston Martin was in second place, and swept past Slack into the chicane on lap five to win.

Peter Reece (DB2 Aston Martin d.h. coupé) had something of a walk-over in the unlimited saloon category, the runner-up, Peter Hughes (Delahaye d.h. coupé), finishing some way behind the Liverpool driver. Further back, there was a real battle of the "Maes", featuring I. D. McDonald (Citroën), Andy McCracken (Ford) and A. S. McColin (Jaguar); the Jaguar eventually took third place.

There were 20 entries in the unsupercharged sports cars up to 1,500 c.c. five-lap event. Ian Hopper (Hopper Spl.)

led for three laps, with Peter Reece (Cooper M.G.) as his shadow. Then young J. D. L. Melvin (H.R.G.) joined battle but Winfield victor J. Fisher (Fisher Spl.) bided his time, overhauled the H.R.G., then took the lead on lap four, holding it to the end despite a tremendous effort by the red-haired Hopper. C. W. L. Jeffrey (H.R.G.) managed to edge past Melvin for fourth place behind Reece.

The next event saw a tremendous duel between Gillie Tyrer (BMW) and John Brown (H.W.M.), with the last-named all out to avenge his Winfield defeat. For a couple of laps the Edinburgh man relentlessly chased the white BMW, but just as it looked like closing up, the H.W.M. went into the great-grandfather of all slides and thumped the chicane bales in no uncertain manner. Brown's

car suffered slight damage sufficient to put him out of the race and gave Tyrer an easy winner at the fastest speed of the day.

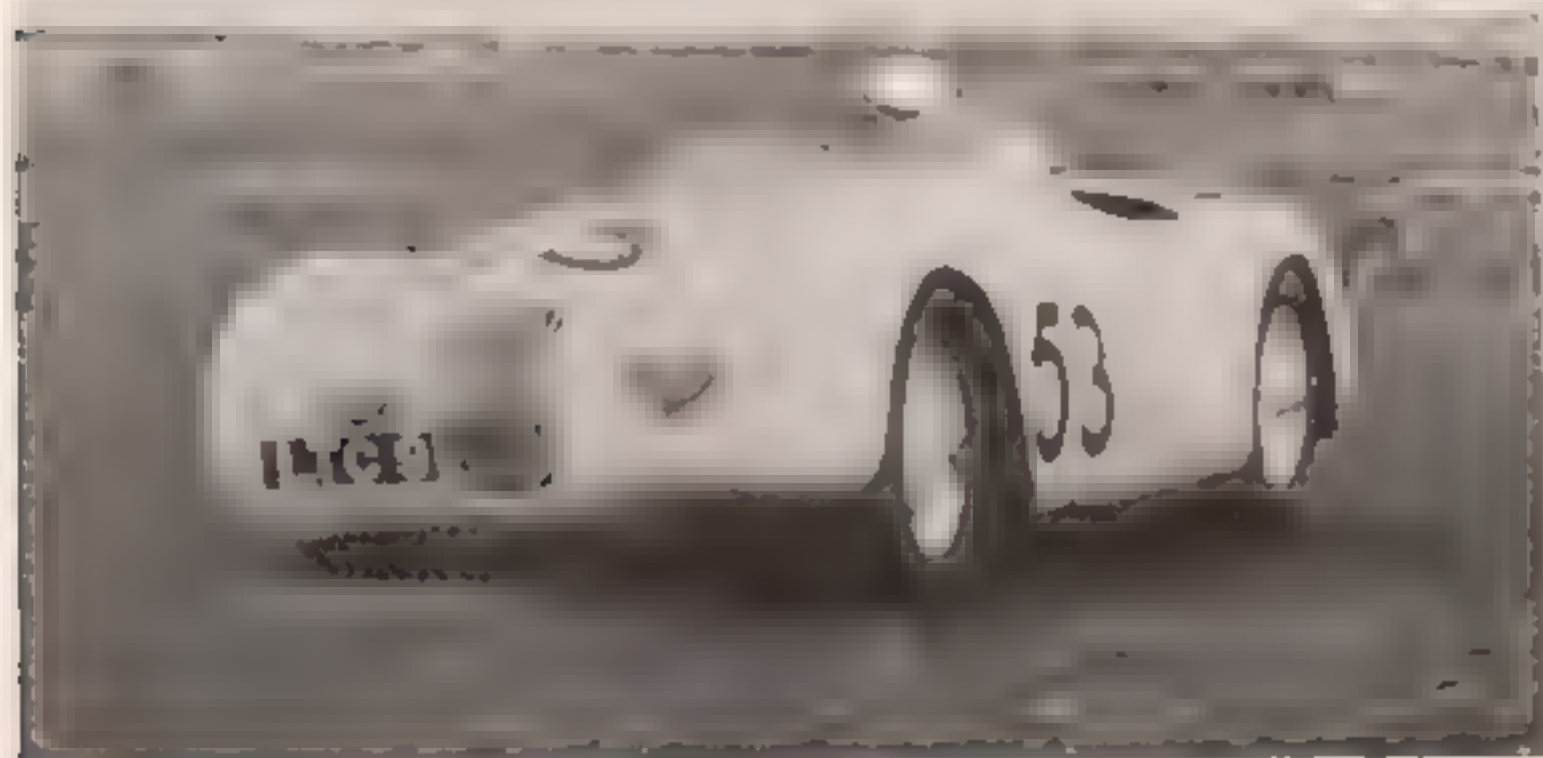
Although Race 6 was for cars up to 750 c.c., it was entirely an all-500 affair, attracting 16 entries, made up of eight Scottish-built J.P.s, seven Coopers and a solitary Iota. Joe Poits (J.P.) was involved in a general mix-up at Maidens' Sweep just after the start and ended up in the long grass. James Kennedy (Iota) shed a rear wheel at the same spot, after a spectacular revolving act. Meanwhile, Ninian Sanderson (Cooper) was in the van, a position he retained till the end. The last couple of laps were notable for an exciting J.P. duel between Bill Smith and Bob Dickson, with Smith coming home runner-up. Davie Swin (J.P.) retired with clutch trouble, Pat Prouser (Cooper) packed up with a recalcitrant motor, and R. Spreckley (Cooper) scattered bales about in the chicane.

Memories of the past were evoked in the two five-lap vintage events. In the up to 3,000 c.c. class, J. A. Wilson (746 M.G. S.) won from Ian Struthers's 3-litre Bentley. W. P. S. Melville's fine 30/98 Vauxhall was just too quick for the Bentleys of G. G. McDonald and Mirrlees Chassels in the big car race.

Race 9 (five laps) was for sports cars of any capacity and had the excellent entry of 30 machines, ranging from H. A. G. Meikle's Singer Nine to Melville's Vauxhall, a flock of XK 120 Jaguars, Ian Cunningham's blown 29 Alfa Romeo and whatnot.

(Continued overleaf)

UNBEATEN—Gillie Tyrer (BMW), who has yet to lose a race in Scotland this year, cornering in the chicane during the 10-lap sports-car race



Despite a heavy shower of rain that made the course slippery and formed dozens of deep puddles, Tyrer went on his imperturbable way with the BMW far behind, P. J. Kenneth (XK 120) and P. R. Bolton (Frazer-Nash) went at it hammer-and-tongs. Ian Cunningham became thoroughly "bale-borne" in the chicane, and the securing wires had to be cut to free his wheels. Tyrer won at the excellent speed of 54.66 m.p.h.

Final event was the *Formule Libre*, and attracted one of the most varied collections of motor-cars that has probably ever assembled for a scratch race. There were J.P. and Cooper "500s", blown and unblown J.P. "1,000s", XK 120 Jaguars, an E.R.A., an H.W. Alta, a supercharged Frazer-Nash,



FORMULA 3: (Above) The winner, *Ninian Sanderson* (Cooper) leading *Alex McGlashan's* Cooper out of Farm Corner. (Left) *Pat Prosser* (Cooper-J.A.P.) in the *Formule Libre* event



a Riley, a couple of "ones-off", a Lea Francis, an Alfa Romeo and a BMW—not Tyrer's!

As the result of an accident to his own car, Ian Stewart managed to borrow Freddie Mori's XK 120. Ron Flockhart led for the opening three laps with his J.P.-Vincent "1,000", but a brand-new motor tightened up on him and he retired. Stewart shot into the lead on lap four and held it all the way. J. A. Somervail tried hard with the ex-Bira E.R.A., but just couldn't catch the blue Jaguar. J. H. Walton (H.W.-Alta) took third place behind the E.R.A. Pat Prosser (Cooper 500) and Bill Skelly

(Lea Francis) delighted their supporters, the little Cooper showing a clean pair of Dunlops to most of the bigger stuff. J. S. Lockhart's new Ottophart sheared some transmission bolts and had to be withdrawn.

Altogether a grand meeting, and one which augurs well for the future of circuit-racing in the west of Scotland. The estimated attendance was 35,000-40,000, which is quite a lot of people!

PROVISIONAL RESULTS

Saloon Cars (5 laps)

Up to 1,500 c.c.—1, R. B. Chavels (Riley), 10 mins. 40 secs. (44.40 m.p.h.). 2, H. C. Bellantyne (Riley). 3, J. C. Ernest Alan (Riley)

1,501-2,500 c.c.—1, Ben Whitehouse (Aston Martin), 9 mins. 46.2 secs. (49.12 m.p.h.). 2, H. H. Stock (Healey). 3, Brown (Healey)

Over 2,500 c.c.—1, Peter Reece (Aston Martin), 9 mins. 41.8 secs. (49.1 m.p.h.). 2, Peter Hurley (Delahaye). 3, A. S. McCoom (Aston)

Sports Cars (5 laps)

Up to 1,500 c.c.—1, J. Fisher (Fisher Sp.), 9 mins. 11.4 secs. (52.11 m.p.h.). 2, Ian Hopper (Cooper Sp.). 3, Peter Reece (Cooper-M.G.)

1,501-2,500 c.c. U.S. and 1,500 c.c. S.—1, G. K. Tait (BMW), 8 mins. 24.3 secs. (56.90 m.p.h.)

Vintage Sports Cars (5 laps)

Up to 3,000 c.c.—1, J. A. Wilson (M.G.), 10 mins. 49.4 secs. (47.42 m.p.h.). 2, Ian Struthers (Bentley). 3, P. M. A. Hull (Alfa)

Over 3,000 c.c.—1, W. P. S. McVie (Vauxhall), 9 mins. 11 secs. (52.24 m.p.h.). 2, G. C. McDonald (Bentley). 3, M. Chavels (Bentley)

10-lap Races

Racing Cars up to 750 c.c.—1, Ninian Sanderson (Cooper), 17 mins. 4.1 secs. (56.24 m.p.h.). 2, W. J. Smith (J.P.). 3, Bob Dickson (J.P.)

Formule Libre—1, Ian Stewart (XK 120 Jaguar), 17 mins. 32.5 secs. (54.72 m.p.h.). 2, J. A. Somervail (E.R.A.). 3, J. H. Walton (H.W.-Alta)

Sports Cars, Any Capacity.—1, G. K. Tait (BMW), 8 mins. 46.8 secs. (54.66 m.p.h.). 2, P. J. Kenneth (XK 120 Jaguar). 3, P. R. Bolton (Frazer-Nash)

B.R.M. AND MONZA

Two Cars Definitely to Run in Italian Grand Prix

AS already announced, Reg Parnell will drive No. 1 B.R.M. in the Italian Grand Prix at Monza on 16th September. There is, of course, considerable conjecture concerning who will handle the second car. Leslie Johnson was tried out at Folkingham earlier this week, and was most impressed with the machine. Johnson has not been previously mentioned as a possible B.R.M. driver, but in his all-too-few appearances in Formula 1 events, has shown that he has the ability to handle a very fast car.

Once again the problem of the

T.T. on 15th September arises. Leslie Johnson and Peter Walker are both members of the XK 120C Jaguar "works" team, and Stirling Moss has decided to concentrate on the T.T. Undoubtedly, Jaguars would willingly co-operate with B.R.M.; Tony Rolt, for example, could take over an XK 120C at short notice.

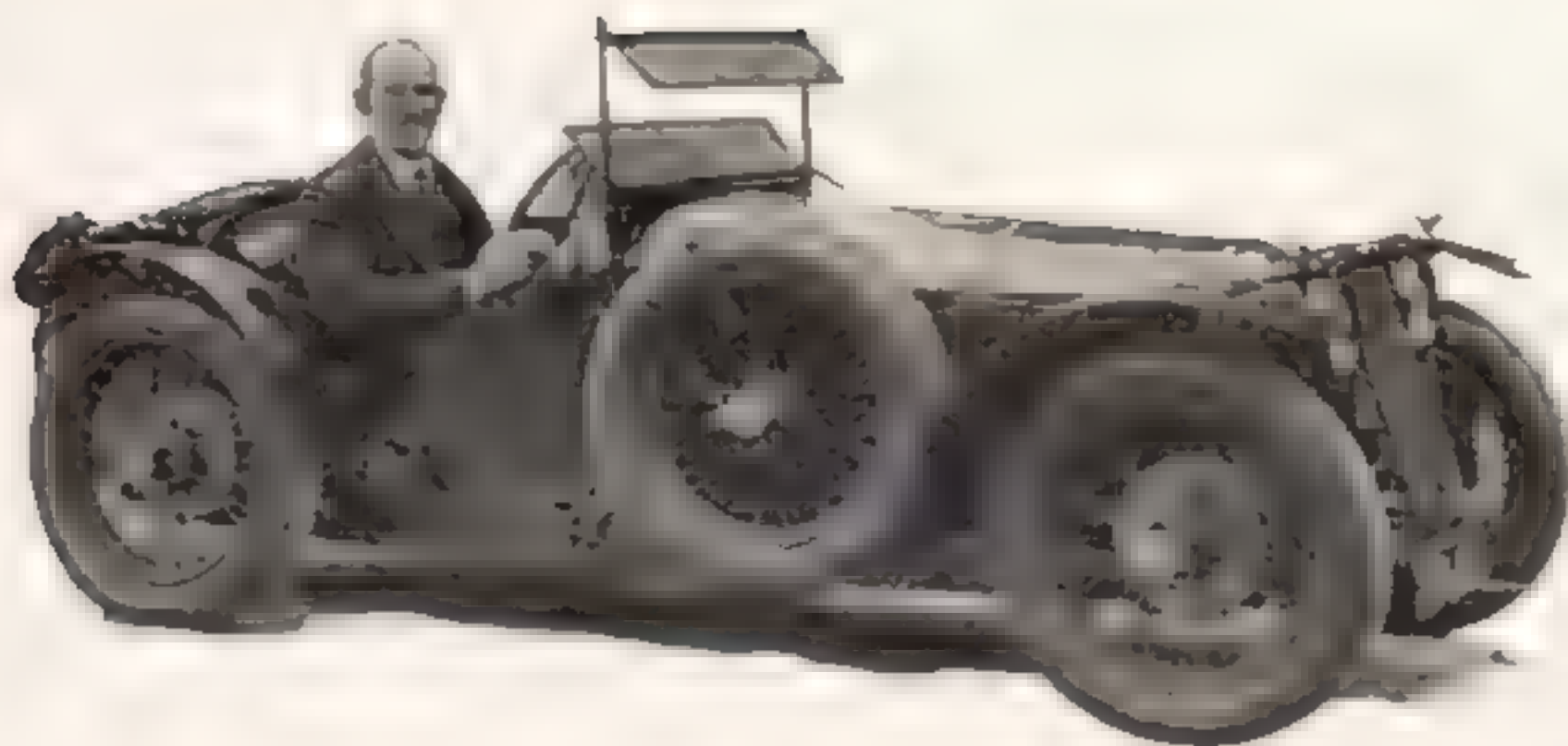
One guess is as good as any and ours is that Ken Richardson will take over the car for Monza, and that Johnson may travel over as spare driver. The important thing is that two cars should start,

and Richardson has driven the car probably more than anyone else, although he has had little actual racing experience.

A.C.O.C. A.D.

THE A.C. Owners' Club have fixed the date of their Annual Dinner as 9th February, and the venue is the Rembrandt Hotel, South Kensington. A somewhat earlier fixture for members of this club is the Film Show on Wednesday, 19th September, which will be held at the Eden Park Hotel, near Beckenham. Feature films are Dunlop's "Endurance" (about the Le Mans 24-hours race) and "Far Horizons" (about the Dunlop war effort). Organizer Blackmore-Reed would appreciate advance notification of proposed attendance. His address is 372 Wickham Road, Shirley, Surrey.

PUISSANCE Vernon Balls in his six-cylinder 1,100 c.c. supercharged Amilcar



TECHNICAL AND OTHERWISE

BY
**JOHN
BOLSTER**

Small French Sports Cars

IT is fascinating to thumb quickly through the bound volumes of motoring magazines dating from the earliest times up to the present day. One soon notices that progress has been by no means steady, and that all sorts of tendencies, trends, sudden reactions, and fashions, have caused numerous deviations upon the main stream. Some of these gravitations have been world-wide, while others have received a strictly national interpretation.

The small French sports car of the 1920's was a case in point. Within a decade, almost an entirely separate industry was built up round these slim, rakish little vehicles. Their names were legion, and while there were those that were assembled from bought components by a handful of mechanics in a shed, there were others that sold in their thousands.

It is perfectly true that, even prior to 1914, light, dashing little two-seaters were made in fair numbers, powered by single-cylinder de Dion motors in the smaller sizes, with the four-cylinder Chapuis Dornier for the more ambitious efforts. Nevertheless, the most important advance was when the Salmson aero engine factory was turned over to the production of cars around 1920. To begin with, the British air-cooled two-cylinder G.N. was built under licence. It was very similar to the old chain-driver with which most of us are familiar, with the exception of the road wheels, which were of the Michelin steel disc type.

Very quickly, the French tired of the twin-engine and the chains, adopting a four-cylinder unit with three-speed crash box, and a bevel-driven back axle without a differential. The "grasshopper" front springs and tubular axle were retained for a period, but a conventional half-elliptic layout was grafted on when front brakes came along.

The first four-cylinder Salmson engine had only four

pushrods to operate eight valves. Very long rockers went right across the head, prodding one valve as they went up, and its brother as they came down. Powerful tension springs were necessary for the latter function, and, of course, there was an intermediate position on the cam for both valves to remain on their seats. These were good little engines if one were satisfied with moderate revolutions, though they gained a bad reputation because inferior magnetos were supplied with them.

Then came the "Twin Cam Sammy" that so many of us have owned. An 1,100 c.c. car of around 10 cwt., it had inclined valves operated by a pair of overhead camshafts. Again, the revs. were limited, for the downstairs department included a rather spidery two-bearing crankshaft. As the standard axle had a 3.5 ratio, however, that didn't matter unduly.

Before leaving the "Sammy", of evergreen memory, one should mention the more expensive "San Sebastian"



EN AVANT: Gregoire in the front-wheel-drive Tracta during the Florio Cup Race at St. Brieuc, Brittany, in 1927

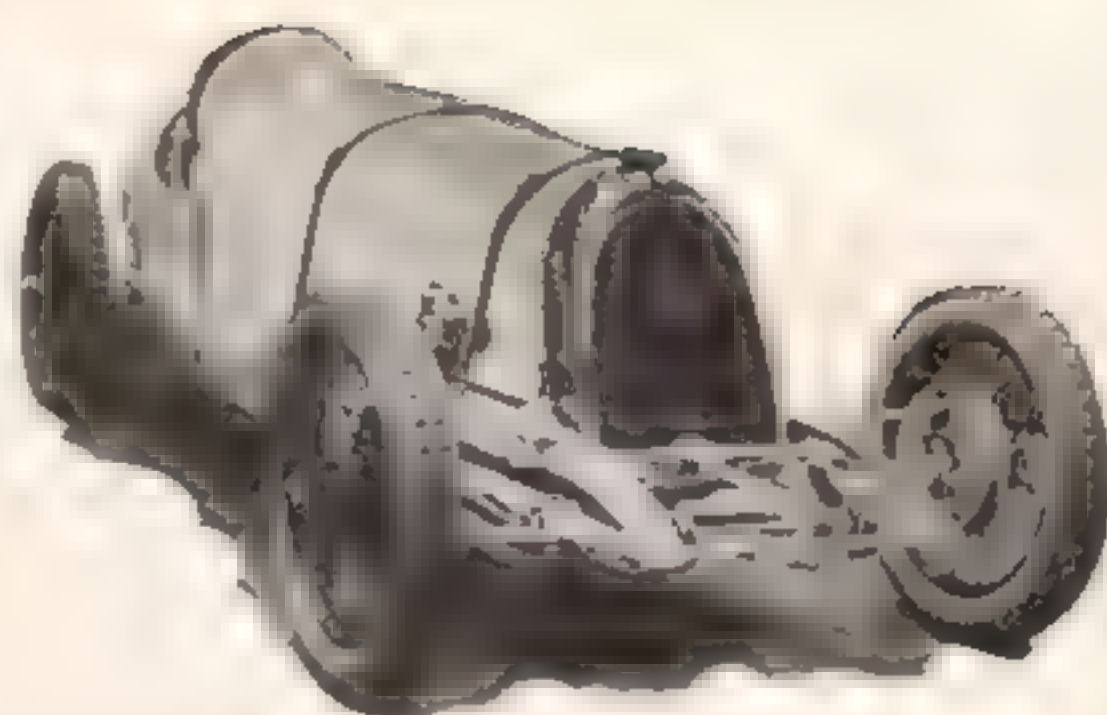
model, which, with three-bearing crank, four-speed gearbox, and optional supercharger, was quite a little motor-car.

The opposite number to the Salmson was the Amilcar. It had a side-valve engine that was notable more for economy than sheer power output, but the body, though of the typical long-tailed two-seater pattern, had a beauty of line that was hard to resist. Sold in "Petit Sport", "Grand Sport", and "Surbaisse" forms, the Amilcar was a firm favourite among sporting drivers, such men as Parry Thomas and Eldridge using them as personal transport. Vernon Balls, the concessionaire over here, was not afraid to appear in speed events, when he was usually opposed by George Newman, the Salmson bloke.

Like the "Sammy", the Amilcar was also available in much more expensive guise for competition work. The supercharged six-cylinder twin-camshaft model is still familiar where quick motors congregate, and is one of the prettiest little speed models that was ever made.

Although the Salmson and the Amilcar were by far the best-known French "eleven hundreds", the number of less famous makes was considerable. Nearly all of these were propelled by a proprietary engine called the Ruby, a neat little unit which must have been built in vast quantities. Most makers had twin-cam and supercharged models for their richer customers, and one recalls the B.N.C. and the Derby among these. There was also the Tracta, a front-drive pioneer that could be a bit of a menace at times, and the Senechal, which had marvellous brakes.

Bugatti could never quite demean himself to the extent of producing an 1,100 c.c. car, but in his Type 40 he offered a sports 1½-litre at a most competitive price. In England, this model was often referred to as the



TRES SPORTIVE: The supercharged version of the 1,100 c.c. B.N.C.

"Molsheim Morris Cowley" to distinguish it from its more lordly fellows.

By 1930 the Frenchman, for whom no sports model had previously been too exiguous, suddenly turned against the type, which died almost overnight. Whether it was the world depression that caused the abrupt demise of all the less stodgy French small cars, I do not know. Great cars were still built in the larger sizes, but the little sports machines were soon as extinct on the roads as they were in the catalogues. No nation, previously so sports-car minded, has ever "gone respectable" so quickly.

It is pleasant that, in this country, many of the little cars survive, and I still delight in the slim lines of a "San Sebastian" or a "Grand Sport" when I meet one on the road.

THE AMERSHAM CONCOURS

Rolls-Royce Takes Prix d'Honneur

THE recent spell of very bad weather in the South fortunately ended before the Chiltern Club's Fourth Annual Concours d'Elegance took place on Sunday last in the High Street, Amersham, Buckinghamshire. About 5,000 people crowded the old world High Street in brilliant sunshine to view over 70 cars, ranging from the 1899 3½-h.p. Decauville entered by H. Fairhurst, to the latest 4.6-litre Bentley entered by K. Hutchison and not previously shown to the public. Notable among the entries were 15 Veteran and Edwardian cars manufactured prior to the 31st December, 1919, which included a 5-h.p. Peugeot, two De Dion Boutons, a 1911 and a 1912 "T"-type Ford and a 26-h.p. Hudson manufactured in 1911. Of the Vintage cars built between 1st January, 1920, and 31st December, 1930, the blown 4½-litre Bentley of A.M. Elliott and the 1920 16-h.p. "Mountain Sports" Mercedes of H. E. Wilkinson were the most prominent, the former winning the Vintage Cup and the latter his Class.

One of the most difficult classes to

judge was that for open cars built between 1st January, 1930, and 31st December, 1942. Numbered among these were J. W. C. Cross's 1933 Alfa Romeo, V. W. G. Cook's superbly maintained 1938 Morris Eight and Dunham's 1939 Alvis.

In class 4, for closed cars of the same period, outstanding was the superb Phantom III Rolls-Royce of Raymond Way. Prominent among the family saloons was W. G. Nicholls's impeccable Austin 10. Class 5, for open cars manufactured after 1st January, 1943, was a static battle between Jaguars, with a smattering of MGs and Triumphs to add variety.

The class for saloons manufactured since 1st January, 1943, puzzled the panel of judges more than any other, and it would be invidious to name one entry without the rest. Suffice it to say that there were 15 cars comprising some of the best examples of British motor-cars, from which W. M. Couper's superb 4½-litre Bentley emerged the victor.

RESULTS

Grand Prix d'Honneur: P. Barden (1950 4,257 c.c. Rolls-Royce)

Brooklands Trophy: R. Way (1937 Phantom III Rolls-Royce).

The Festival of Britain Raymond Way Cup: R. A. O. Blackwell (1948 1,892 c.c. Alvis)

The Vintage Cup: A. M. Elliott (1930 4½-litre Bentley S)

Pride of Ownership: V. W. G. Cook (1938 918 c.c. Morris)

Class Awards:

1. Veteran and Edwardian Cars: 1, F. F. Del (1910 9 h.p. F.N.); 2, H. Fairhurst (1899 3½-h.p. Decauville); 3, D. Denne (1912 12-h.p. Humber).

2. Vintage: 1, H. E. Wilkinson (1920 Mercedes); 2, B. E. H. Jupp (1926 12.50 Alvis).

3. Open Cars, 1/1/31-31/12/42: 1, J. W. C. Cross (1933 Alfa Romeo); 2, V. W. G. Cook (1938 918 c.c. Morris)

4. Closed Cars, 1/1/31-31/12/42: 1, W. G. Nicholls (1937 Austin 10); 2, A. H. Ayres (1938 Humber Snipe).

5. Open Cars, 1/1/43 onwards: 1, Rex Alston (1950 XK 120 Jaguar); 2, A. G. B. Wood (1950 XK 120 Jaguar).

6. Closed Cars, 1/1/43 onwards: 1, W. M. Couper (1951 4½-litre Bentley); 2, C. G. H. Dunham (1951 Rover "75"); 3, K. Hutchison (1951 4.6-litre Bentley); 4, R. Way (1949 4½-litre Bentley)

Duesenberg

The Mightiest American Motor Car



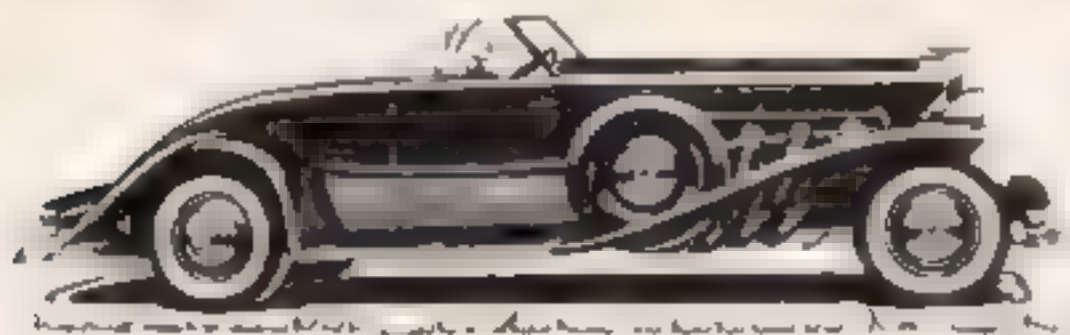
J. L. Elbert

Drawings by Strother MacMan

A BOOK by J. L. Elbert, entitled *Duesenberg—the Mightiest American Motor-Car*, will surely become one of the most sought-after publications dealing with a particular vehicle. Its 168 pages are packed with interesting and attractive illustrations, and tell the whole story of the Model J Duesenberg, recognized as being one of the world's really great motor-cars.

Fred Duesenberg, of course, was already a famed designer when the first Model J was announced in 1928. His cars were to be seen in every branch of American racing, and were associated with such well-known drivers as Tommy Milton, Joe Boyer, Peter de Paulo, Ralph de Palma, George Souders, Jimmy Murphy and many others.

Backing for the venture was supplied by E. L. Cord



and the factory was established at Indianapolis, home of the "Five Century Grind"

The debut of the Model J certainly shook Detroit. Chrysler's slogan for the Imperial "80"—America's most powerful motor-car . . . 112 h.p.!—was made to look a trifle silly as compared with Duesenberg's 265 h.p. Performance was, at that time, considered phenomenal. The "Duesie" could do 89 m.p.h. in second gear, and over 116 m.p.h. in top. In truth, this car excited every motor-minded person in the U.S.A.

The FABULOUS DUESENBERG

The eight-cylinder Lycoming-built engine had twin overhead camshafts, driven by 2 in. silent chains. Capacity was 6,882.5 c.c. (147.6 x 187.0 mm). There were four valves per cylinder, and a double-choke carburettor was employed. Power-output was 265 b.h.p. at 4,200 r.p.m., and the later supercharged engine gave 320 b.h.p. Four-point rubber suspension was employed for the engine.

A very rigid frame was used, having seven cross-members. Depth of the side-members was 8½ ins. Hydraulic brakes were fitted, and the torque tube drive was taken through a hypoid rear axle.

Original price of the complete Duesenberg chassis was \$8,500 (about £1,700 in these days). Cost of the later supercharged JS was \$11,750.

Mr. Elbert explodes the phantasy of the \$30,000 and \$50,000 Duesenbergs so beloved of fiction writers.



Normal price for a complete "Duesie" roadster in 1932 was \$13,500 (about £2,700). There were, of course, a few very special "ones-off" which cost purchasers over \$20,000, but only two were known to have approached the \$25,000 mark.

An interesting sidelight is the exposure of the "Hitler's



Car" exhibit in U.S.A. after the war. On examination, it proved to be a Model J Duesenberg.

Production ceased in 1936, and a year later manufacture of the associated Cord and Auburn cars was also at a standstill. Total number of Duesenbergs built is estimated at 470 complete chassis, rather less than 80 a year since its introduction.

This very fascinating book is privately published, but we understand from Mr. Elbert that copies can be obtained from Dan R. Post Publications, Arcadia, California, to whom all applications should be addressed.

G. G.



A STREAMLINED COOPER



Bill Aston and John Cooper to Attack International Classes J. and I. Distance Records with Special Mark V at Montlhery

DOWN Surbiton way there has been evolved a pretty little machine with fully aerodynamic bodywork, which is the first entirely new car to be built in Great Britain for record attempts since John Cobb's Napier-Railton.

Based on the existing Mark V Cooper chassis, the car is jointly owned by Bill Aston and John Cooper, work being carried out by the Cooper Car Co., Ltd. Credit for going ahead with the plot belongs to Aston, who has long had an ambition to seek records with a special Cooper. Gordon Bedson was responsible for "proving" the aerodynamic body and this expert carried out wind-tunnel tests with aircraft equipment, after constructing a perfect little scale model of the projected machine.

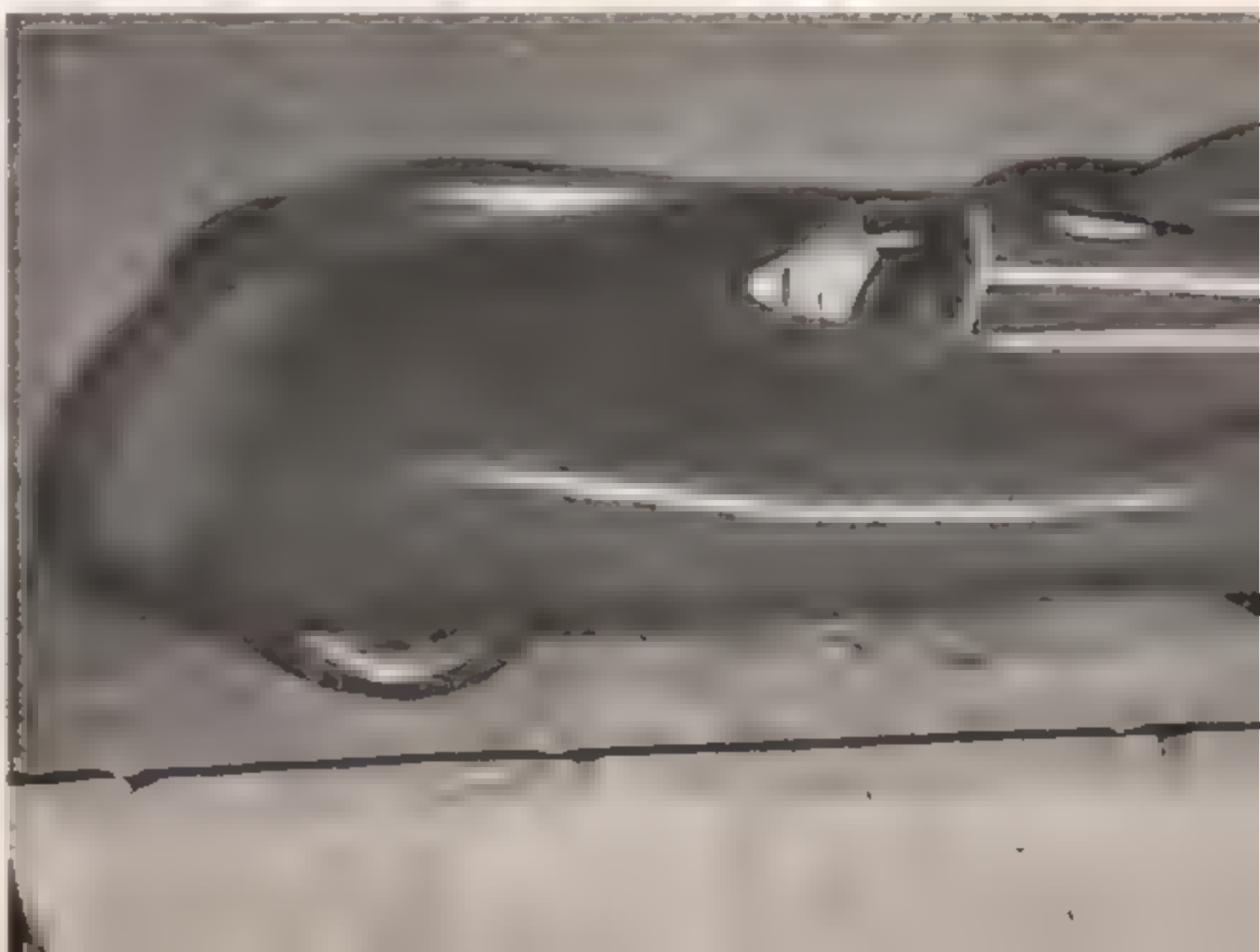
It is intended to attack distance records in International classes I (up to 500 c.c.) and J (up to 350 c.c.) at Montlhery, possibly next month.

PROPORTIONAL: Right) A window-ledge view of the Cooper. The entire bodywork can be removed in a matter of minutes. The "Perspex" windscreen is bolted to the hatch which is hinged for ingress and egress. Extreme right) Mr. Charles Cooper standing beside the latest innovation from his enterprising concern. The slots in the tail are exit ducts for cooling purposes, the centre one being used for the exhaust pipe.

At a later date, Aston will probably fit a 1,100 c.c. engine to have a go at Class H records.

Recent tests on an airfield showed that the car handled perfectly, the special design of the undertray preventing any sign of nose lift. With the "1,100" engine installed, Aston took the car up to 140 m.p.h.

The chassis is a perfectly standard Mark V, modified to accept the aerodynamic body, and with an altered steering lay-out. A hinged hatch is fitted with a curved "Perspex" screen, which provides a very small opening above the driver's head.



September 7, 1951

Engine cooling is arranged via scoops in the back of the front wheel fairings, which direct cold air to the power-unit. Oddly enough, although at first glance the engine looks to be totally enclosed, cooling is actually superior to that of the normal road-racing car.

Starting, always a problem with streamlined cars, has been solved

RECORDWAGEN (Left) The new dynamic Cooper bears a strong resemblance to the famous Auto-Union, which were built specially for record-breaking runs on the Avus circuit. (Below) Remarkably good visibility is a feature; the occupant is John Cooper himself.



OFFICE (Above) In order to give the required seating position, the steering had to be designed specially to include a bevel box. The fuel tanks are built into the body sponsons on each side of the driver; total capacity is 21 gallons.

by the provision of an extension to the frame into which screws a small towing ring. Twin, 10½-gallon fuel tanks are located in the body sponsons.

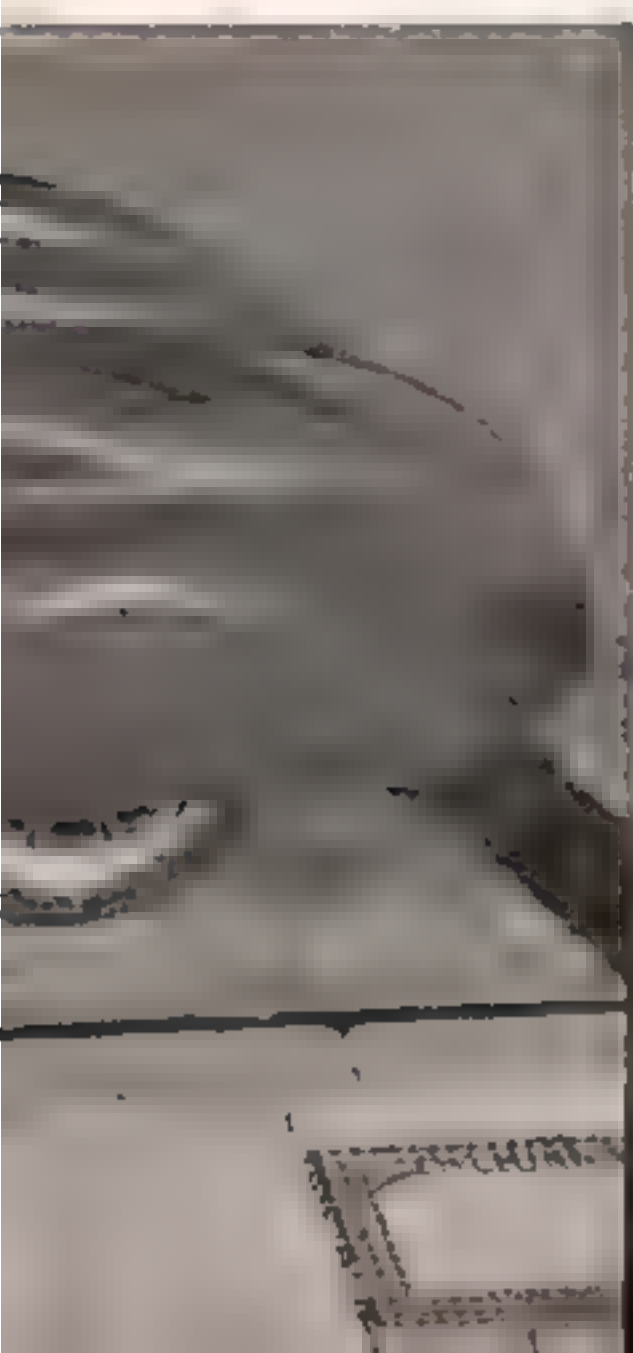
The driver is comfortably accommodated in a semi-reclining position on a large, hammock-pattern seat. Steering has been altered to include a bevel box, which makes for an almost-vertical and very short steering column. The standard rack-and-pinion lay-out has, of course, been retained.

Bodywork is constructed in 18 gauge aluminium alloy, and the

complete assembly can be removed from the chassis in about eight minutes. Frontal area is 6½ square feet, and the weight of the car, complete with 500 c.c. engine is approximately 7 cwt.

It is likely that a new type twin-cylinder J.A.P. engine will be used for the 500 c.c. attempts. For the smaller class, a "350" as used by many grass-track riders will be installed. Transmission is via the normal Norton racing gearbox.

Many of the records to be attacked are held by Kieft, and a few by the French-built D-B.



RUSSELL LOWRY'S

Northern Lights

BORN TO BLUSH—AT WALL-EYED SHEEPDOG, LEFT—
WALES AGAIN—DON'T TRY THIS—A PERFECT BIND

WE habitual contributors to AUTOSPORT ought to feel bashful after the things the Editor said about us last week. With more than becoming modesty, he failed to mention himself! Yet if ever a man was driven by burning inspiration, it was Gregor Grant, when, in the face of every conceivable difficulty, he launched AUTOSPORT. Since then, he has gone ahead with all the irresistibility (if there isn't such a word there ought to be, specially for him), of his Highland forbears, and carried the paper through to the success he knew it would achieve. He must be a proud and happy man today—if he has time.

The continuing mystery about our Editor is his ability to follow the precise passings and repassings of a couple of dozen racing cars; what lap they are all on, allowing for handicap, if any; to remember the last six owners of each car and their grandmothers' favourite pudding; recognize all the drivers and the fact that one has got tummyache and another a fly in his eye; tell you the price of Methanol in Mozambique and the latest plans of Herr Pfumpfenhausen for the Sfszc Grand Prix, then, sleepless and unfed, set off for the Circuit de Anastasia, solving the paper problem and settling printers' Danger Money on the way. When or how he writes the daisy-fresh reports that reach you—goodness only knows.

One other thing. John Bolster seems to indicate I'm hatching up a gunpowder plot against him. Not at all. But we in the North are argumentative blighters, and thoroughly enjoy disagreeing with people. It's an old northern custom. The groups that form around milk-bars, sardine sandwich counters and places where they sing, divide automatically into Ayes and Noes on almost any subject, whether the disputants know anything about it or not. At two or three "pestilential rally" sessions, Frankie Penn has nearly lost his beautiful tie upholding the Bolster theory. "Northern Lights" just smiles sweetly and pours occasional petrol on the flames. But nobody would injure a hair of J.B.'s much-respected head.

TALKING of rallies, the long-awaited appearance of the regulations and details of the *Daily Express*/M.C.C. event on 7th-10th November, indicating Penrith as the concentration point for the final run down to Hastings, shows the North is going to be very much in the picture. The arrival of these papers coincided with the discovery of a motoring magazine for July, 1920, road-testing a "Remarkable Invention" which would fit in nicely with the present-day popularity of this type of event. Christened the Mileometer, the device consisted of an electrically lit box with a transparent top, through which a revolving route card could be read. This was printed on paper tape and the rollers were geared so that the route card moved forward at exactly the speed

of the car. The instructions comprised a complete road guide down to such details as danger signals, tramlines, and even the "vital statistics" of various towns passed through. Just the job. When you ran out of tape, you popped into the local Mileometer office and collected another spool, so designed that it ironed out your detour and put you back on your proper route again. Just picture the scene at the Dinas Mawddwy Service Station of Mileometers Limited, as a hundred or so indignant rallyists queued up to change their Lake District spools for Central Wales and Bwlch y Groes.

A photograph in the same magazine showed an open 40/50 Rolls negotiating the hairpins on Hard Knott, having doubled the crossing from Wrynose. I don't suppose there will be an open Rolls in M.C.C.'s November event, but I shouldn't be surprised if we have to take that same road, and it'll bother cars of much lesser wheelbase.

* * *

ONE of our more amusing week-ends (29th-30th September), looks like being provided by the Lancashire and Cheshire Car Club's Third Lakeland Rally, possibly so-called because it goes to Llandudno, that Northern seaside resort which is showing itself more and more motor-minded. By way of combining the interests of organizers and competitors, the rally will be run in conjunction with the Rhyl and District M.C., whose Regal Trial takes place on the 30th. Sunday. Those who opt for the trial as well, will be renumbered on Sunday morning and set off round the observed sections, after which the rally will reform and the elimination tests will be held. There will be various other tests as well, including Alt y Vady, against the watch, marked on standard time.

From Wales also comes the latest addition to the ranks of Club News Letter, edited by Frank Hibbs and Tommy Thomas for the South Caernarvonshire Motor Club. Among things to come, the News Letter draws attention to the M.M.E.C. Pwllheli Rally to which the South Caernarvonshire have been invited. A 300-mile non-chassis-breaking road section is scheduled to end at Pwllheli, with driving tests, followed by a top-line party. The South Caernarvonshire Club themselves will be staging their Birthday Rally on the 6th-7th October, finishing at Criccieth. There is a return invitation to the M.M.E.C., while the Rhyl and Severn Valley Clubs are also invited.

* * *

THERE seem to be an awful lot of rallies in this week's outburst. To lighten the lump, let us take the story of the Expert and the Admirably Enthusiastic Novice. I am still wondering which of them is the more worried.

Some months ago, the latter approached the former and said "Please, chum, tell me how to perform this spinning-round-the-pylon business. I've tried and tried but can't make the thing do it". "Well", said the Expert, anxious to be helpful, "it needs quite a bit of practice, but the drill is, roughly speaking, to make a smart approach in second, then grab a handful of bottom (gear), then declutch and haul on the handbrake. This locks the back wheels and sets the tail sliding. Release the handbrake and turn the heat full on, still in bottom gear, thus completing a strange, but not unpleasant sensation". Lowry wishes to add that he has sat through the process several times, unscathed, but never had the courage to attempt the process, so only hopes he's got the sequence of events right.

Our hero went away grateful, muttering instructions to himself and promising to try it. Unfortunately, the operation came unstuck at the top of the loop and a

great many unexpected things happened all at once, so the Novice is wondering what hit him and the Expert's wondering whether he'll dare to follow his own advice next time.

* * *

BOUND volumes. We know that Volume I proved overwhelmingly popular, because this office had quite a bit to do with arranging the binding, which was in fact performed by some good friends across the Mersey. In a natural anxiety to "get in early", people are tending to drop their numbers of Volume II in on the same firm, whereas, in actual fact, quite different arrangements have been made, and the second binding will be handled down South. So please don't take your AUTOSPORTS to Birkenhead, but follow out the officially recommended procedure. Administrative difficulties will thus be reduced and you'll get your book all the sooner.

GOING TO PRESCOTT ON SUNDAY?

Britain's Leading Sprint Drivers at International Meeting

THE International Hill-climb at Prescott which takes place this Sunday, 9th September, marks the final round in the R.A.C.'s British Hill-climb championship, and has drawn a splendid entry of sports

and racing cars with many fine drivers, amongst them Peter Walker (2-litre E.R.A.), Brian Shawe-Taylor (1½-litre E.R.A.), Sidney Allard (Steyr-Allard, four-wheel driven), Archie Butterworth (A.J.B. four-

wheel driven), Dennis Poore (3.8-litre Alfa Romeo) and Ken Wharton (Kieft 500 and his famous blown 1,000 c.c. Cooper-J.A.P.).

The organizers, the Bugatti Owners' Club, have spared no efforts to make this meeting attractive to competitors and spectators alike. The sports-car entries contain numerous famous names, and the racing-car classes now include Formula 1, 2 and 3, and *formule libre* categories. The steep, winding hill offers many vantage points for spectators, and admission fee, which includes entertainment tax, is 7s. 6d., with children under 12 admitted free. The meeting begins with the sports-car runs at 10.30 a.m., the racing classes taking place in the afternoon.

Prescott is five miles from Cheltenham, Gloucestershire, and is easily approached off A435 and A46.

PRESCOTT ENTRIES

Sports Cars up to 1,500 c.c. U.S. and up to 1,100 c.c. S. J. H. Greenwood (1,496 H.R.G.), R. J. L. Threlkeld (1,467 Lotus M.G.), G. N. Scott (1,496 H.R.G.), K. H. Davies (1,290 M.G.), K. H. Downing (1,485 Cooper), A. C. B. Chapman (1,417 Lotus), L. W. Dargue (1,087 M.G.), C. S. Summers (1,122 M.G.), D. C. Prichard (1,496 H.R.G.), P. B. Merritt (1,287 M.G.), M. G. Muzgo (1,115 Gubby), W. J. E. Watt (1,496 H.R.G.), R. M. de Silva (1,496 Rues), V. J. H. (1,496 Rues), A. J. C. C. Harewood (1,419 M.G.), S. J. H. Smith (1,098 Deauville), C. G. Moore (1,496 Rues), G. J. Thomas (1,417 D.B. Panhard).

Sports Cars up to 3,000 c.c. U.S. and up to 1,500 c.c. S. G. L. Tyrer (1,971 Frazer-Nash), C. A. Henson (2,443 Riley), C. M. B. K. (1,486 1cc. Frazer-Nash), W. S. Perkins (1,486 H.R.G.), R. B. Lowe (1,172 Deauville), R. K. Darty (1,950 Aston Martin), D. H. Seaton (2,443 Heale), E. C. W. Satterton (1,964 Aston Martin), K. H. P. Rose (1,677 Turner-Leeds), S. J. Boshier (1,677 Connaught), E. J. Newson (1,971 Frazer-Nash).

Sports Cars over 3,000 c.c. U.S. and over 1,500 c.c. S. G. L. Tyrer (1,971 Frazer-Nash), C. A. Henson (2,443 Riley), C. M. B. K. (1,486 1cc. Frazer-Nash), W. S. Perkins (1,486 H.R.G.), R. B. Lowe (1,172 Deauville), R. K. Darty (1,950 Aston Martin), D. H. Seaton (2,443 Heale), E. C. W. Satterton (1,964 Aston Martin), K. H. P. Rose (1,677 Turner-Leeds), S. J. Boshier (1,677 Connaught), E. J. Newson (1,971 Frazer-Nash).

Racing Cars with four or more cylinders up to 1,500 c.c. S. or 4,500 c.c. U.S. S. H. Allard (4,500 Allard), J. W. Broad (48 Austin), F. G. Lomax (1,46 M.G.), A. J. Butterworth (4,425 A.J.B.), J. Derricourt (4,168 Skinner Special), H. Lumb (1,086 Rapier), B. Shawe-Taylor (1,498 E.R.A.).

Racing Cars with four or more cylinders up to 500 c.c. S. or 2,000 c.c. U.S. H. A. R. (1,498 Riley Special), G. Tyrer (1,996 Frazer-Nash), BMW (A. J. R. (1,498 Cooper), (1,498 Cooper), W. A. (1,498 Cooper), (1,498 Cooper), B. G. P. de Maré (1,498 Cooper).

Racing Cars up to 500 c.c. U.S. or 1,500 c.c. S. M. S. B. (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper).

Racing Cars with four or more cylinders over 1,500 c.c. S. and over 4,500 c.c. U.S. J. H. (1,971 Frazer-Nash), C. A. Henson (2,443 Riley), C. M. B. K. (1,486 1cc. Frazer-Nash), W. S. Perkins (1,486 H.R.G.), R. B. Lowe (1,172 Deauville), R. K. Darty (1,950 Aston Martin), D. H. Seaton (2,443 Heale), E. C. W. Satterton (1,964 Aston Martin), K. H. P. Rose (1,677 Turner-Leeds), S. J. Boshier (1,677 Connaught), E. J. Newson (1,971 Frazer-Nash).

Racing Cars, Twin Cylinder, over 500 c.c. S. or U.S. or 1,500 c.c. U.S. (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper), (1,498 Cooper).

Bugatti Handicap. R. M. Rumbold (1,496 Type 35), A. F. Rivers (1,496 Type 35), J. M. Perkins (1,950 Type 35), P. J. Stubberfield (1,440 Type 35), H. E. G. Greenall (2,222 Type 35), J. A. R. (2,761 Type 35), W. G. Battersby (2,455 Type 35), C. H. (1,498 Type 35), A. A. Underwood (1,492 Type 35).

Team Entries. P. J. Stubberfield (Bugatti Type 35), H. E. G. Greenall (Bugatti Type 35), J. M. Perkins (Bugatti Type 35), S. J. Boshier (A.K. 120), A. J. Boshier (Driver G. Hare), (Connaught) and W. B. Black (A.K. 120), A. P. Hinchings (Cadillac Allard), K. H. Downing (Connaught) and George Thomas (D.B. Panhard), C. J. Tipper (Monsieur-Norton), C. Lones (Tiger Karting II) and A. N. Oher.

JOWETT PRICES INCREASED

THE following new prices for both Javelin and Jupiter became effective on 1st September, 1951:

Javelin Saloon, Basic Price, £675, Purchase Tax, £376 10s., Total, £1,051 10s.

Javelin Saloon de Luxe, Basic Price, £750, Purchase Tax, £418 3s. 4d., Total, £1,168 3s. 4d.

Jupiter Chassis, Basic Price, £540, Purchase Tax, £150 15s., Total, £690 15s.

Jupiter 2/3-seater, Basic Price, £895, Purchase Tax, £498 14s. 5d., Total, £1,393 14s. 5d.

Correspondence

I WOULD like to thank Mr. Roy Clarkson for his kind interest in my article on Rallies, and also for his invitation to compete in his club's event. I very much regret that I cannot spare the time to do this, for it is obvious that immense pains have been taken to hold this show without annoying anybody. I hope it is as successful and enjoyable as it deserves to be.

JOHN V. BOLSTER

WROTHAM, KENT.

Carburation for High-Efficiency Engines

IN his remarks about my recent article, "Carburation for High-Efficiency Engines", Mr. Ian E. Smith seems to have misunderstood my reasons for advocating the use of a smaller choke in order to minimize the effects of blowback.

Firstly, exhaust gases, like most other things, will take the line of least resistance. The line of least resistance is obviously the exhaust pipe since the passage of preceding exhaust charges has brought about therein conditions conducive to their emission. It therefore follows that blowback through the carburettor will only occur when the momentum of the incoming charge is of a lower value than the reverse momentum brought about by the pressure of the exhausting charge, which, of course, may be increased by back-pressure in the exhaust system. But due to the momentum of the ingoing column of gas (which, incidentally, is not residual momentum, as the gas column in the choke is constantly moving) complete pressure release is offered by the exhaust pipe and therefore the gas pressure will not release itself against the momentum of the ingoing charge except when the velocity in the choke falls below a certain value which varies on certain engines. For this very reason, T.T. Norton engines have used 110° of valve overlap, and very successfully, provided that the revs were not allowed to fall below 4,000 r.p.m., and so allow the extraction effect of the megaphone exhaust to fall off at the same time that the ingoing charge lost its momentum, sufficiently to permit some degree of flow reversal. Mr. Smith is obviously confusing inlet pipe gas speed with choke gas speed when he tritely tells us that as the gas expands into the larger diameter of the inlet pipe it will lose its velocity: it does not matter a jot so long as there is sufficient velocity in the choke to prevent any reversal of flow there, for if the flow in the choke should be halted for the tiniest fraction of a second, performance will fall completely off, and it is obviously far better to risk losing a little "top-end" power by using a smaller choke than it is to allow blowback completely to destroy bottom-end performance, and so ruin acceleration capabilities. As I have said elsewhere, reversal of flow in the manifold cannot be overcome, except by very expensive modifications, and, therefore, has to be suffered in some degree, whether it is caused by the engine's attempts to blowback or whether it is a result of manifold design; we do not like it, but we can suffer it, whereas if reversal of flow occurs in the choke, the results are fatal.

I was afraid that my remarks about the use of twin-carburettors would find some disfavour amongst enthusiasts, and I can only say that I have, with my own hands, converted dozens, aye, hundreds of engines from twins to singles, and vice versa, and whether Mr. Smith and other countless enthusiasts like it or not, *facts and results* prove that it is quite impossible to reconcile together, on a four-cylinder engine, twin-carburettors, ultimate performance, and reasonable economy. I wonder if Mr. Smith has noticed that two famous *marques* which favoured multiple carburettors for many years have now reverted to the single unit? Mr. Smith will recall that my words on the subject were "... except where ultimate speed is the sole consideration, I would never recommend twin-carburettors for a four-cylinder engine", because of the poor fuel consumption. Mr. A. W. Judge, A.R.C.Sc., A.M.I.A.E., probably the foremost expert on the subject of carburation in this country, states simply that, to quote, "a multiple carburettor layout is excellent for power, but is uneconomical".

BERT HOLDING, JNR., ASSOC. I.M.T.

PRESTON, LANCs.

The M.G. "Silverstone"

I SEEM to be in trouble again over this North v. South business, but my good friend Tony Wright is getting things wrong if he reads criticism of any particular Southern meeting into my paragraph in the "Northern Lights" of 24th August. If he is feeling sore I hasten to apologize in public, as I would have done—more appropriately in view of our close and happy association—in private.

The efficiency of B.A.R.C. organization is, of course, famous. Leslie Holmes, who was mentioned in my paragraph, is, I believe, one of the Glories of Goodwood. I am only sorry that preoccupations in the North have so far prevented my attendance there. The factor which provoked my comment was a strong expression of surprise by a very senior R.A.C. Timekeeper that a club event could be run off promptly, especially in adverse weather conditions. Apparently this doesn't always happen in the said Timekeeper's experience. As a commentator on Northern events, I felt entitled to draw a parallel. With due respect to Tony Wright, I shall continue to do so, and can only suggest that as a counter-irritant to "Northern Lights", the Editor introduce a "Southern Cross". I hope he doesn't get too cross, or spend his time gathering spears to his own bosom.

I know perhaps better than anybody, what a magnificent job Tony Wright and his helpers did at, and prior to, our Silverstone Meeting. The same thing applies at all club events, whatever their nature, and for years I have tried to give prominence to the essential but largely unacknowledged contribution of volunteer officials. Without them, there simply wouldn't be any sport for us to compete in, watch—or for that matter—write about.

My treble role as Secretary of the Meeting on that particular occasion, General Secretary of the Club in question, and Northern Editor (sic) of AUTOSPORT, makes the remaining ground too delicate for public footwork. Next time I see Tony I hope to buy him a large beaker of the needful, and in it drown any remaining seeds of bitterness.

RUSSELL LOWRY.

LIVERPOOL.



"Well, maybe I could find you a bit of elastic of a sort."

and of course

“GOLDIE” GARDNER’S

RECORD-BREAKING



WAS FITTED WITH



CARBURETTERS

NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

EASTERN COUNTIES RALLY

Forty-three cars assembled at "The Rutland Arms Hotel", Newmarket, on Friday, 24th August, at 11 p.m., for the closed invitation Rally organized by the Eastern Counties M.C. The first man was sent off at 11.30 p.m. and the remainder of the entry followed at one minute intervals.

The club had endeavoured to lay on a route by means of which the winner of the Rally could be decided on the road section, and not on a few driving tests at the end. As a result the road section was rather more difficult than usual, several competitors losing their way, some going in one direction and meeting others travelling in the entirely opposite direction.

The route led from Cambridge through the country lanes of South Cambridgeshire and Essex, to Buntingford, whence competitors turned north again via Huntingdon, Stamford to Oakham. Then followed a circular tour through what were surely the narrowest country lanes for miles around, which, to add to their difficulties, drivers were confronted every few hundred yards on one section with five-barred gates obstructing their way. It transpired that this particular section was laid on and marshalled by the Peterborough and District Motor Club, which certainly did a fine job of work.

The course switched south again via Cambridge, South Cambridgeshire and Suffolk, to Kersey, thence by way of Stowmarket, Debenham, Framlingham and Saxmundham to Felixstowe, where two rather involved driving tests were laid on.

On Sunday afternoon a Concours d'Elegance took place, being attended by a very large number of the public.

RESULTS

Premier Award: 1. R. N. Richards (R.B.W.), E.C.M.C.; 2. L. H. B. Hatherell (M.G.), E.C.M.C.; 3. R. Alston (Jaguar), E.A.M.C.



GLISTENING IN THE RAIN. A watery scene prior to the judging in the Concours d'Elegance, which wound up the recent Cheltenham M.C.'s 500 Miles Rally.

Class "A" (Open Cars up to 1,100 c.c.): E. H. Bradley (H.R.G.), B.A.R.C.

Class "B" (Closed Cars up to 1,200 c.c.): R. P. Lumsden (Morris), B.A.R.C.

Class "C" (Open Cars up to 2,000 c.c.): 1. L. H. B. Hatherell (M.G.), E.C.M.C.; 2. P. H. Wren (Morgan), E.C.M.C.; 3. E. S. Ridley (M.G.), E.C.M.C.

Class "D" (Closed Cars up to 2,000 c.c.): 1. D. N. Herbert (Jowett), Peterborough & D. M.C.; 2. D. M. Ryan (Lea Francis), E.C.M.C.

Class "E" (Open Cars over 2,000 c.c.): 1. R. Alston (Jaguar), E.A.M.C.; 2. W. Freed (Jaguar), B.A.R.C.; 3. M. H. Lawson (Jaguar), B.A.R.C.

Class "F" (Closed Cars over 2,000 c.c.): 1. C. H. Whitehall (Bentley), B.D.C.; 2. R. G. Playford (Healey), E.A.M.C.; 3. P. Ravner Green (Ford), E.C.M.C.

Class "G" (Specials): R. N. Richards (R.B.W.), E.C.M.C.

Ladies' Award: Miss P. J. Stevenson (Triumph), Cambridge "50".

Team Award: H.R.G. Team (E. H. Bradley, C. W. Kinns and L. T. Cornish), B.A.R.C.

Concours d'Elegance: 1. J. W. C. Cross (Alfa Romeo); 2. R. Alston (Jaguar); 3. R. G. Playford (Healey).

A.C. OWNERS' POINT-TO-POINT

Many Retirements in Difficult Event

The A.C. Club's Point-to-Point on 26th August, which was designed to provide more than a series of dashes from one map reference to another, proved to be rather more difficult than had been visualized by the organizers. Clues were not planted conspicuously and five problems had to be solved en route. The previous night's heavy rain made matters no easier, and one or two moist places became very wet indeed.

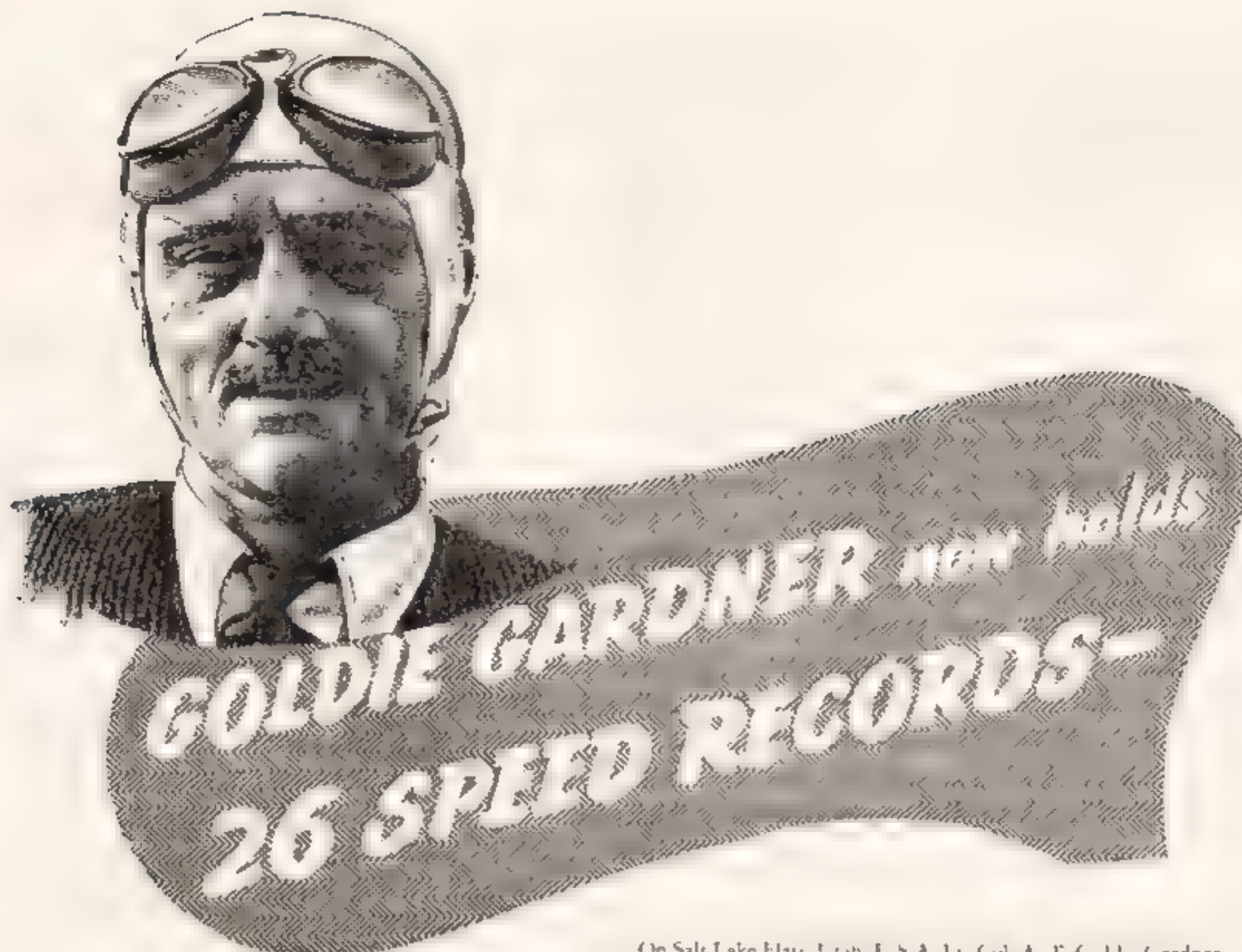
The organizers' worries increased as the hours passed, bringing to the finish no competitors other than a long sequence of those who had given up the struggle, and a very relieved welcome was eventually given to the first to complete the course of ten points successfully. At the cessation of hostilities it was found that only three others, from a total of 30 starters, had succeeded in finding every point, all the remainder having retired. No competitor returned a completely clean card map references, suffix letters and solutions to problems all correct.

The event was won by A. N. Ambrose (Ford—A.C.O.C.); 2. T. H. Hands (Vauxhall—no club); 3. C. P. Blackmore-Reed (A.C.—A.C.O.C.); and 4. A. J. Bourn (Standard—A.C.O.C.). Very near misses were scored by T. C. Sanders (Wolseley—A.C.O.C.) and H. I. Day (A.C.—A.C.O.C.), each having failed to find the last point.

HIGH SPEED TRIALS AND RACING AT SILVERSTONE

The popular Silverstone club circuit comes in for another bout of hard racing tomorrow when the Motor-Cycling Club hold their second 1951 meeting. The very full programme, catering for a wide range of four-wheeled speed machinery, consists of three one-hour high speed trials and two for motorcycles and two for sports cars. These occupy the time from 11 a.m. to 2.30 p.m., after which the bike boys have three more races and the cars five, these comprising a 5-lap scratch race, three 5-lap handicaps, and a 15-lap team relay race, which promises a renewal of the "Hurg" versus M.G. battle.

Amongst the 91 cars entered are numerous Jaguars, Bentleys, M.G.s, Threlfall's Lester M.G., the Stapleton 2-litre Aston Martin, one or two Allards and Margulies's Talbot.



**GOLDFIE GARDNER new holder
26 SPEED RECORDS—**

On Salt Lake Flats, Utah U.S.A. Lt. Col. A. T. Goldie Gardner, driving his Record M.G. Car broke six more International Speed Records in International Car Class 'F' (1,100—1,500 c.c.). A standard M.G. 'T.D.' engine as fitted to production sports cars was used.

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U.S. ROLLS-ROYCE CLUB

AN organization known as the Rolls-Royce Owners' Club has been formed in the U.S.A. The club is dedicated to the dissemination (and interchange) of technical, historical and other information with emphasis on maintenance of all models both new and old.

So far, members include about 400 owners and 300 enthusiasts representing most of the 48 states and several foreign countries as well. Car ownership is not required for membership.

The club would especially welcome members from England and would also appreciate correspondence from anyone interested in the club. The secretary is John W. McFarlane, and his address is Huntington Hills, Wisner Road, Rochester 9, New York.

THE "DAILY EXPRESS" 1,000 MILES RALLY

PROSPECTUS and Regulations have now been issued for the *Daily Express* 1,000 Miles Rally, organized by the M.C.C. The Rally will start from eight points: Plymouth, Manchester, Leamington Spa, Norwich, Cardiff, Glasgow, London and Harrogate, on Wednesday, 7th November, and all routes will converge on Penrith after a run of approximately 600 miles. Thereafter rally competitors follow the same route to the finish of the road section at Hastings, first arrival there being expected at about 8 a.m., Friday, 9th November.

Final tests and examinations of vehicles ensue, and on Friday evening the Official Reception and dance will be held. On Saturday morning the *Concours d'Elegance* takes place, and the event winds up with the prize presentation at 9 p.m. Entries for the Rally, at £5 per car, close on Saturday 29th September, and should be sent to the Gen. Sec., M.C.C. Ltd., at 26 Bloomsbury Way, London, W.C.1.

SECOND SOUTHSEA SPRINT

ANOTHER Members' Day Speed Trial at Goodwood is planned by the Southsea M.C. for Saturday, 15th September. There are classes for saloons and sports cars, and the meeting begins at 1.30 p.m.

THE BUXTON RALLY

ON 13th October the Shenstone and District Club will hold their closed invitation Buxton Rally, open to members of the Hagley, Lanes, and Ches. Midlands M.E., Pathfinders and Derby, Sheffield and Hallamshire, Vintage Sports Car and Shenstone clubs.

Shenstone, near Lichfield, Staffs, and Penistone, Yorks, are the two starting points, and the route is approximately 200 miles in length, ending with special tests. Entries close on 30th September, and Clerk of the Course is M. F. Finnemore, of 122 Colmore Row Birmingham, 3.

CROFT TOMORROW

SPRINTS and circuit racing for saloons, sports cars and "500s" promise an entertaining Saturday afternoon's sport at the Croft meeting to be organized by the Yorkshire Sports Car Club. There are 11 events on the agenda, comprising four sprints, six 5-lap races and a 10-lap race for 500 c.c. racing cars. The tarmac course is part of the perimeter and runway tracks, approximately two miles in length, and lies within easy reach of Darlington. The sprints will be run over 880 yards of the main runway. Racing begins at 2 p.m.

SPEED TRIALS AT GRAVESEND

WHERE would British motor sport be without airfield perimeter and runway roads? North, south, east or west, they provide circuits and sprint courses rally venues and driving test sites. The Maidstone and Mid-Kent are one of the

innumerable clubs to take advantage of available facilities, and will again hold their autumn speed trial meeting at Gravesend airport, over a one mile stretch of smooth concrete. Saloons, sports cars and racing cars of all sizes are eligible, and the event is open to Club members. Saturday, 22nd September, is the date, and entries close by 17th September.

SUNDAY SOCIAL RUN

THE Leicestershire C.C. are holding a social run this Sunday, 9th September. The start is at Lee Street Car Park, Leicester, at 2.30 p.m., and tea has been arranged at a suitable place not very far from Leicester.

WATERLOO SPRINT

NO, not the daily rush for trains out of the Metropolis after working hours, but the invitation speed trials to be held by the Waterloo and District M.C. at Alcar, Lancs, on 15th September. Details of this meeting may be obtained from J. E. Wade, of 26 Ronaldsway, Thornton, Liverpool, 23.

FALCON HALF-DAY RALLY

THE Falcon Motor Club will be running a Rally as a closed event, starting at 2.30 p.m. on 23rd September from "The Rose and Crown", Tewin, Herts.

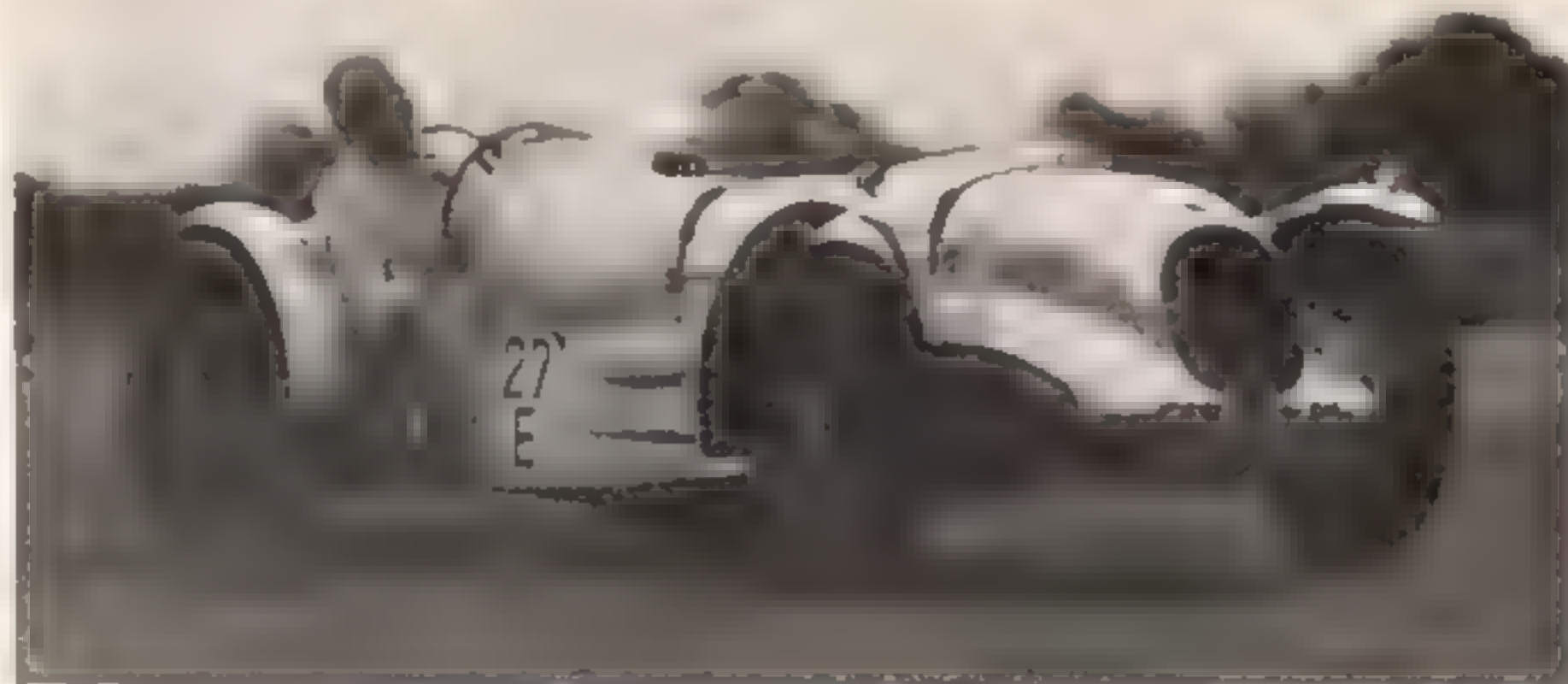
The course will consist of 32 miles over main and secondary roads and will be covered once in each direction. A number of tests will be included on both laps.

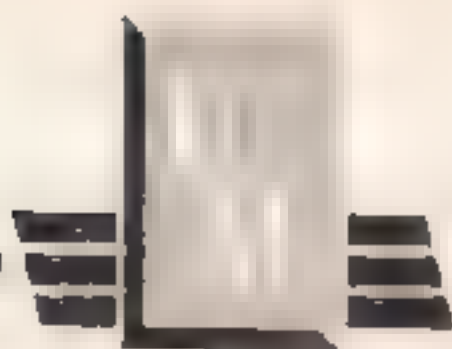
An average of 24 m.p.h. has been set, this speed to include all tests, and intermediate time checks will be incorporated to ensure regularity.

The entrance fee is 6s. and should be sent to the Secretary of the Meeting, Mr. H. Tucker-Peake, 52 High Street, Stevenage, Herts, not later than 15th September.

Afternoon tea is arranged at 1s. 9d. per head.

★
CHEVELL ALVIS: B. A. Chevell's fine-looking 4.3-litre Alvis with revised bodywork, seen during the 750 Club's recent 6 Hours' Handicap Relay Race at Silverstone.





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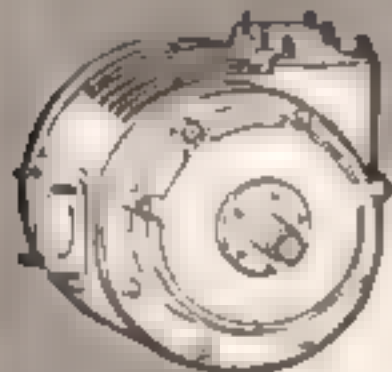
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SPEED TRIALS AT RAMSGATE

ON Sunday, 30th September, the Herts County Automobile and Aero Club, in conjunction with the North London Enthusiasts Car Club, will hold Speed Trials on the Western Undercliff Promenade at Ramsgate.

There will be classes for racing, sports and saloon cars, and the event is open to members of the promoting clubs, Vintage S.C.C., West Essex C.C., Falcon M.C., Berkhamsted M.C. and C.C. Hants and Berks M.C., Brighton M.C., and Maidstone and Mid-Kent M.C. Regulations will shortly be in the hands of club secretaries.

Cars will be run in pairs and timed by the Herts County's electrical timing apparatus. The traffic-signal type of start will be used, with hockey sticks to detect false starts only.

Entry fee is 25s. per class, and the Secretary of the Meeting is G. Bance, 11 St. George's Avenue, London, W.5

The Lombard Challenge Trophy will be awarded for B.I.D., the Ken Jarvis Memorial Trophy for the best time by a Herts County member, and the Argentino Trophy for best time by a foreign car. There will be a Ladies' Prize and also a Vintage Award. The meeting starts at 11 a.m.

The Herts County Speed Trials which were to have taken place on 8th September at Tewin Water have been cancelled.

COLLEGE CLUB SPEED TRIALS

THE Loughborough College M.C. is holding its first Closed Invitation Speed Trial at Hooton, near Loughborough, on Sunday, 7th October. There will be classes for both open and closed cars in addition to a Formule Libre class for racing cars. The following clubs have been invited: Birmingham Univ. M.C., Frazer-Nash Section of V.S.C.C. Leicestershire C.C., Manchester Univ. M.C., and Nottingham S.C.C.

Intending competitors should write to J. V. Skirrow, The Chase, Upper Welland, Malvern, Worcs., for full details.

The Club has been invited to take part in the Inter-Varsity Rally scheduled to take place on 27th-28th October. All old members and others interested should write in for details.

COMING ATTRACTIONS

September 8th. Irish M.R.C. Wakefield Trophy Race Meeting, Curragh Circuit, Co. Kildare, Eire.

Yorkshire S.C.C. Race Meeting, Croft Airfield. Start 2 p.m.

M.C.C. Race Meeting, Silverstone Start 11 a.m.

Bristol M.C. and L.C.C. Driving Tests. Start 2.30 p.m.

September 9th. Bugatti O.C. International Hill-Climb, Prescott. Start 10.30 a.m.

Grenzlandring Race Meeting (F2, F3, 5), near Aachen, Germany.

Circuit of Filipstad (F3), Sweden.

Half-litre Club Race Meeting, Brands Hatch. Start 2 p.m.

750 M.C. Driving Tests, Redhill Aerodrome, Surrey. Start 11.30 a.m.

Coventry and Warwick M.C. Trial West Hants and Dorset C.C. Speed Trials, Litchett Manor. Start 11 a.m.

N. Midland M.C. Trial, Derbyshire.

Plymouth M.C. Rally, Devon.

Launceston M.C. Mullins Cup Trial, Devon. Start Carew Arms, Crowcombe, 2 p.m.

N. Cornwall M.C. Rally, Launceston.

North London L.C.C. Point-to-point, Start "Hut Hotel", Witley, 10.30 a.m.

Alvis Register, Driving Tests, Abridge Airfield, Essex. Start 11 a.m.

CHANCE FOR THE ORDINARY CAR

THE East Anglian M.C.'s Clacton Rally on 28th-30th September promises to be an interesting and closely contested event, for the organizers have gone out of their way to give the ordinary club member in his ordinary production car an equal chance of success with the expert in his more specialized vehicle.

Two special stages are included in the road section, and there will be tests at Folkingham, Cowdale, near Buxton, and at Halstead, plus an extra special test on Blountfields Farm, Earls Colne. A final

arrival test takes place at Clacton. Stops at Mallock Bath Spa, at Halstead, and refuelling and adjusting stops will be allowed for, so overfast driving on the public roads will be avoided.

Entries for the Clacton Rally close on 10th September (next Monday) and the address of the Club Secretary, Roy Clarkson, is The Chase, Halstead, Essex.

ANOTHER CLUB SILVERSTONE

A CLOSED invitation race meeting at Silverstone will be held by the Peterborough M.C. on 22nd September. Events consist of a five-lap Handicap for standard saloon, touring and sports cars, a five-lap Handicap for M.G. cars, a 500 c.c. race in two five-lap heats and a 10-lap final, a scratch race, in four classes, for sports cars, and a scratch race, also in four classes, for Vintage cars.

Invited clubs are Vintage S.C.C., Nottingham S.C.C., Half-litre, Northampton and District C.C., Cambridge 50 M.C., M.G. C.C. (Midland Centre) and Eastern Counties M.C. Entries close by Friday, 14th September, and should be sent to the Secretary of the Meeting, W. J. Wardle, at 3 Giebe Road, Peterborough.

MIDLANDS CLUB'S PWLLHELI RALLY POSTPONED

THE Pwllheli Rally which was to have been run by the Midlands Motoring Enthusiasts' Club this month has had to be postponed owing to organizing difficulties, and will probably take place early in the spring of 1952.

CLUB FIXTURES

Redditch M.C. and L.C.C. Rally - 8th September, Redditch.

Bentley Drivers' Club.—Noggin and Natter, 8th September, "The George", Dorchester, Oxon. From 6.30 p.m. Noggin and Natter, 9th September, Cotswold Country Club, Brockhampton Park, near Andoversford, Glos. After Prescott.

Morgan Three-wheeler Club (S.E. Group).—Chairman's Mystery Run, 9th September. Meet N. Circular Road, by Al (E. Finchley) 10 a.m.

Old Kings M.C.—Operation "Curly Top", 9th September. Start 11 a.m.

Aston Martin O.C.—Second Tuesday meeting, 11th September, "The Pough", Ruship.

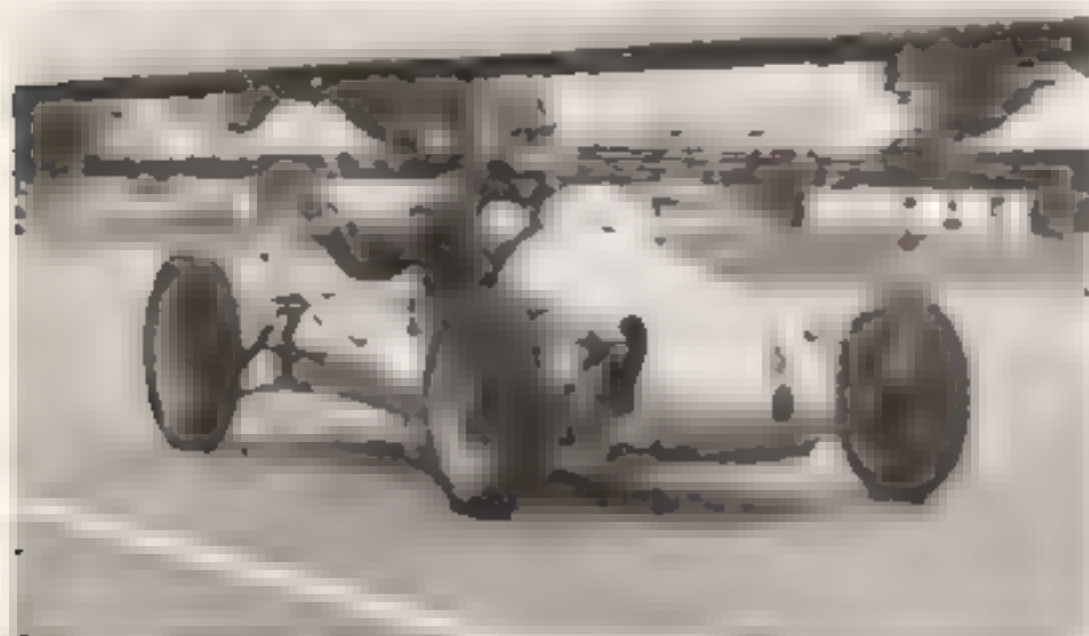
Vintage S.C.C.—Second Thursday meeting, 11th September, "Red Lion Church Street, Birmingham.

Aston Martin O.C.—Second Tuesday meeting, 11th September, New Inn, Pinkneys Green, Maidenhead. Second Friday meeting, 14th September, Lamb and Flag, James Street, London, W.1, 6.30 p.m.

North-East Section, Meeting, 11th September, The Flouch Inn, near Penistone, 7 p.m.

Midlands Section, Meeting, 11th September, Endwood Hotel, Handsworth, Bham, 7.30 p.m.

First Midland Section, Meeting, 17th September, Starford Arms, Starford, 7.30 p.m.



★
NEWCOMER The 1100 cc. Bugatti 11, seen at Silverstone.
★

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1936 FRAZER NASH BMW 2-litre, Type 45, drophead tourer	£375
1947 ALLARD 2-seater, spotless, blue fitted Racing Dunlops	£750
1939 JAGUAR 14-hp drophead tourer checked through all	£475
1949 M.G. 10 one owner, very low mileage	£795
1937 M.G. TA 2-seater	£345
1934 M.G. 12 2-seater	£245
1951 F.R.S. BENTLEY 4-litre tested by V.D.P. Result 1st	£425
1936 TALBOT 10 h.p. 4-seater tourer	£295
1933 TALBOT 95 4-seater tourer by Young, recoloured new hood	£275
1938 ALVIS Speed 20 saloon by Charlesworth	£300
1937 MORRIS 8 4-seater tourer	£295
1926 ANZANI FRAZER NASH 12 h.p. 2-seater	£155
1932 RILEY 9 Monoco saloon	£95

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£375. 1937 2½-litre Jaguar open sports 4-seater, exceptional condition.—Bray Motors, 180-184 West End Lane, West Hampstead, N.W.4. Phone Hampstead 6490.

1937 JAGUAR 2½-litre saloon. £345.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

J.B.M.

J.B.M. sports 2-seater, Mercury engine lightened flywheel, H.C. heads, C.R. remote control box, 7.50 x 16 rear, 5.25 x 16 front. Nine tyres all road equip. Standing like 14 sees, dead. Max. over ton. £450. Professionally-built B.R.G. body.—M. Ripper, Crossways, Sible Hedingham, Essex.

LAGONDA

LAGONDA Rapier aluminium F.H. coupé body (off '35 model), complete brown-leather trim, radiator and shell, lamps, etc. All in excellent condition, new chromium parts, £155 or near offer.—11 The Chase, Romford, Essex.

LEA-FRANCIS

HATTON MOTORS.—1939 LEA FRANCIS "14" saloon, maroon, all brand-new tyres, leather upholstery, enclosed spare wheel, post-war appearance and performance at pre-war price. Terms and exchanges.—Hatton Motors, 71 Broad Street, Birmingham. Midland 2437.

MARENDAZ

MARENDAZ SPORTS 4-seater, 2½-litre, new upholstery, hood and side-screens. Potent character car, £350.—Hesp, Meadows, Rectory Lane, Chesham.

M.G.

MERCURY OFFER

Very attractive Morgan 4/4, December 1949, 11 h.p. drophead coupé, immaculate sage-blue/chrome finish, mileage 16,000, twin spares, recent complete check-over, taxed year, £695.

Terms or exchanges with pleasure.

MERCURY MOTORS, 143 Northolt Road, S. Harrow, Byron 2037.

M.G. TA, recently completely reconditioned, fitted new rear 600 x 16 wheels and tyres. Black £460.—C. J. Farr, Broadwater, West Malling, Kent. W. Malling 2129.

SALTLEY MOTORS (Birmingham)

offer the following

ALLARD 1948, 4-seater tourer, cream, in exceptionally good condition. **£725**

MORRIS 10 1947 saloon, black with brown interior, in first class condition throughout. **£675**

AUSTIN 8 saloon 1946, black, paintwork and leather as new. **£580**

STANDARD 8 1948 saloon, grey, one owner small mileage, in outstanding condition. **£550**

AUSTIN 6 cwt. van 1946 repainted blue, never had any rough work, appearance as new. **£375**

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M.G. 1936 P-Type, new tyres, buff., reconditioned B.R. Green, rebored, brakes recon., v. good condition. Nearest £265.—Apply Osborn, 95 Whitehall Road, Handsworth, Birmingham, 21.

M.G. P.A. 2-seater, mechanically sound, smart appearance, taxed, insured. £285.—15 Trent Road, Worthing.

£375. 1937 M.G. 2-litre sports saloon, unrepeatable bargain.—Bray Motors, 180-184 West End Lane, West Hampstead, N.W.4. Phone Hampstead 6490.

1940 M.G. 2-litre saloon, excellent condition. £365.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

1938 M.G. TA, black, five new tyres, excellent mechanically. £415.—B.W. Cars, 350 Coventry Road, Small Heath, Birmingham. Phone: Victoria 1671.

1937 M.G. 2-litre saloon. Superb condition. £400 or nearest. Would exchange for smaller car.—Squires, 74 Welby Lane, Merton Mowbray.

1934 M.G. J. Type 2-seater. £195.—Springbok Motors, 141-143 Green Lanes, Palmers Green, London, N.13. BOWes Park 5740.

MORGAN

MORGAN 4-4. Official spare parts machines, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. Langham 7711.

RACING CARS

FOR SALE.—The ELT 500 c.c. Racing car, 5-stud Speedway I.A.P. engine, alloy barrel, special valve springs, Herman racing gearbox, polished aluminium body, and many spares. Total weight 510 lb. Photographs obtainable on application. Price £225.—J. H. Eit, "Red Walls", Malvern Road, Worcester.

1951 COOPER Mk. V £490. Double Knocker Norton engine. £225.—K. Carter, 100 Station Road, Sidcup. Footscray 4314.

ROLLS-ROYCE

1928 ROLLS 21.6 h.p. saloon. Reliable runner, in good condition and mechanically sound. Any reasonable trial. Particulars and photograph to genuine enquirers. £310 or near offer.—Box 475.

RILEY

RILEY MERLIN 1936/37, fitted with special engine, twin Zenith carbs., revs 40 m.p.h., immaculate car, all new tyres, taxed end of year, £375. Riley 1935 12 h.p. Falcon, excellent mechanical condition, smart appearance, £265.—Springbok Motors, 141-143 Green Lanes, Palmers Green, London, N.13. BOWes Park 5740.

SPECIALS

"BARGAIN" for sale. ALLARD Special, V8 chassis, split axle, I.F.A., also spare axle, brakes refitted, Buratti steering. Brand-new prop. shaft and 1.7 crown wheel and pinion just fitted, also spare prop. shaft and 4.1 crown wheel and pinion. New radiator by Galtay. Fitted 10 h.p. V8 engine, completed 200 miles only, perfect condition, fitted Scimitar mag., also spare Scimitar and carburettor, 4 spare wheels and tyres, including 2 brand-new Road Speed Dunlops, 600 x 16, other sizes 750 x 16, 650 x 16, 550 x 16. Also as new, 1 pair of Allard high-compression aluminium cylinder heads, 8-1 comp. plus 1 special aluminium Offenhauser induction manifold complete with twin carbs, to fit 30 h.p. V8. Rough amateur body, car at present dismantled. £30 tax. £300 or offer, or would exchange for 500 c.c. Cooper or similar car.—Moore, 27 Coldharbour Lane, Hayes, Middlesex. Hayes 1892.

750 FORMULA SPECIAL.—Excellent runner, new tyres and battery, copperized head, etc., £165 or near offer.—Ring Ferguson, Liverpool 2847.

SINGER

SINGER Le Mans sports 4-seater, ex. cond. £245.—63 Malvern Wood, S.E.13.

1935 SINGER LE MANS 2-seater sports roadster, really superb condition throughout, £295.—Value Cars, Ltd., 362 Upper Richmond Road, East Sheen. PROspect 7520.

STUDEBAKER

1936 STUDEBAKER 26 h.p. saloon, £155.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

TALBOT

1937 TALBOT 20.9 h.p. Alpine Airline saloon, black, very good condition. £325.—B.W. Cars, 350 Coventry Road, Small Heath, Birmingham. Phone: Victoria 1671.

1933 TALBOT 16 h.p. sportsman's saloon, original condition.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

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1931 JAGUAR 3½-litre saloon, black, beige leather, complete overhaul 1950, costing £185. Excellent condition throughout. **£595.**

1938 JAGUAR 3½-litre drophead four-seater coupé, first-class condition. **£495.**

1935 ROVER 14 h.p. sports 4-light saloon, black, good condition. **£365.**

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1939 STANDARD 8 4-seater tourer, recent recon. engine, new hood and side-screens, post-war condition. **£365**

1936 MORRIS 8 2-door saloon, really sound car, excellent coachwork and mechanical condition. **£255.**

1950 (Rebuilt) M.G. TC sports 2-seater, specially tuned engine, compression ratio increased, new hood and side-screens, exceptionally fast chassis. **£725.**

Choice of six other post-war M.G. TC 2-seaters Part exchanges. Cars for Motor-cycles and vice versa. Hire purchase. Immediate delivery. Good used cars purchased for cash.

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THE TOUR DE FRANCE

Mann-Goodall DB2 Aston Martin Sole British Survivor

THE 97 entrants, preponderantly French, who started in the 10-day Tour de France Automobile on 30th August, are diminishing daily in number as the event goes on. The small British contingent has been reduced by the retirement with mechanical trouble near La Baule

of the Nash Healey driven by Geoffrey Healey and T. Kenny, the Canadian. Nigel Mann's DB2 Aston Martin, co-driven by Mortimer Morris-Goodall incidentally, and not Jack Bartlett, is still going well. The crew had a very nasty moment when they ran into a large

dog, but the car came off the best.

The first stage of the Tour proved relatively easy, only a 2CV Citroën suffering penalization, but the ensuing run through the Pyrenees, with a timed hill-climb thrown in, proved tougher. Pagnibon's Ferrari was fastest here on handicap, and Picard's Porsche was fastest "1,500". Lauga's Simca crashed, and Di Stefano's Alfa Romeo, one of the few Italian entries, retired with mechanical trouble.

CLASSIFIED ADS.—continued

SPECIAL OFFERS—continued

1949 (M.P.C.)

M.G. TC TYPE SPORTS 2-SEATER

blue with pinkish leather upholstery, low mileage, exceptionally clean.

£795.

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Phones: Loughton 4119 and 3838.

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1938 DKW 2-seater drophead coupé with dickey, resprayed and new hood, reconditioned motor, 50 m.p.g., £245

also

M-type M.G. 2-seater, tidy little car in cream and maroon, £125.

also

1938 Morris 8, 4-seater, 2-door sun saloon, easy clean wheels, etc., taxed December, £325.

also

1936 Morris 8, 4-door saloon, very nice condition throughout, £265.

also

Morris Minor Side Valve 4-seater saloon, quiet, economical motor, £135.

also

An exceptionally clean 4-seater Austin 7 tourer, new blue upholstery, reconditioned, new hood, perfect runner, £215.

Terms or Exchanges with pleasure.

MERCURY MOTORS, 183 Northolt Road,
S. Harrow, Hyon 2057.

MISCELLANEOUS

ADVERTISER would exchange for 4½-litre Bentley tourer, a magnificent 3.3 Bugatti open 2½-seater. Cash either way.—Genuine inquiries to Melton Mowbray 531.

BRITISH SALMON 12 h.p. drophead coupé, engine at present undergoing overhaul, first registered December 1937. £485. RILEY 9 Ascot coupé, first registered June 1934, engine at present undergoing overhaul. £245. INVICTA 4½ Carlton drophead coupé, reconditioned, new hood. £250. FIAT 500 tourer, 160. TALBOT 18 h.p. saloon 1931, excellent mechanical condition, very good tyres, good battery. £85.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Ravensbourne 6479.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

COOPER

The racing stable of the late David Brake is offered for sale. This comprises:

Long chassis Cooper—J.A.P. "1,000," complete in every detail.

1951 Mark V 500 c.c. chassis.

497 c.c. 5-stud J.A.P. engine.

497 c.c. 4-stud J.A.P. engine.

499 c.c. single-o.h.c. Norton engine.

Low-loading lightweight trailer.

Offers for the above should be made to the Cooper Car Co., Ltd., Ewell Rd., Surbiton, (Telephone: Elmbridge 33-16) where they will be available for inspection.

DUNLOPILLO CUSHIONS.—Size 32 ins. x 16 ins. x 5 ins. Our usual line at 25 s. each. A few specially selected at 30s. Serviceable sub-standard at 15s. and £1. Plus postage 2s. 6d. per cushion. Cash with order, payable to Twicken Orchard, Northbourne, Puttenham, Surrey.

FOR SALE.—Instruction Books: Riley "Big Four", "15/6", 1½-litre (1935), 12 h.p. (1939), "Nine" (1939), "Autovla", Bentley Mark VI and Book of the New Imperial. Riley Spares List: 6-cyl. Nine (66M onwards), Plus Ultra and 1934.—Box 473.

PAIR OF 6.00 x 21 TYRES. £1. Also 1924 3-litre Bentley bulkhead. £1.—Dakin, 171 Broad-oak Road, Ashton-under-Lyne.

REVOLUTION INDICATORS, positive-driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained electrically driven. Mark IVB with equally clear readings from 0-10,000; a new conception of accuracy and reliability, 110s., delivery 2s. 6d. each.—Teddington Engineering Co., Ltd., 29-31 High Street, Teddington, Middlesex. KEN 1193-4.

SOLID drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stock.—C. S. Harbour, Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

645 MOTORING BOOKS: mail order; catalogue free.—Vivian Gray, Lancaster Avenue, Haywards Heath, Sussex.

SPARES

HALF-PRICE.—"Silvertop" head for current Morris Minor, as new and perfect, £3 15s. "Dragonman" roof-rack complete with Octopus, new, £1 10s. Wanted, good 12v. small car radio.—Chaplin, 21 Westbourne Road, Olton, Birmingham, 27. (Acocks Green 0198.)

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STAGE II CYLINDER HEAD for TC/TD M.G. 9.3:1 compression ratio, triple valve springs, large valves. As new. Cost £35 ex-works. Best offer secures.—Oakes, "Marron", Mossley Corbet, Congleton.

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ALLARD, any model.—Potter, Richards and Carr, 56A Prince's Gate Mews, S.W.7. Tel.: KEN 6955.

H.R.G. 1,500 wanted, 1937/47.—Box 476.

WALTER SCOTT LTD.,

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FORD 8 BLOCK in good condition.—Box 472.

MAYFAIR GARAGES LTD., particularly want all models Fiat cars for cash. Phone or write for buyer to call.—Mayfair Garages Ltd., Fiat Sales and Service, Balderton Street, W.1, Mayfair 3104-5.

PARKWAY GARAGES LTD. require pre-war cars in original finish, all makes.—Sandbanks Road, Lilliput, Dorset. Canford Cliffs 78078.

8 M.G. 2-seater in good condition. Top price offered.—Value Cars Ltd., 162 Upper Richmond Road, East Sheen, PROspect 7520.

1934 (or near date) HUPMOBILES wanted. immediate cash for right cars.—Box 474.

News from the Clubs—continued

DERBY NIGHT RUN

A NIGHT route-finding contest for the Dould Cup was run by the Pathfinders and Derby M.C. on 25th/26th August, 14 cars and eight motor-cycles starting from the Moon Hotel, Spondon, near Derby. The route was about 70 miles in length and the directions for finding the way were concealed in six foolscap pages of poetry (?), the deciphering of which, in conditions of high wind and torrential rain, caused many retirements. Only eight cars and two motor-cycles checked in at the finish on the outskirts of Derby early on the Sunday morning. The final results were as follows:

Best performance (Dould Cup): G. A. Harrison (B.S.A. sidecar), lost no marks.

Best opposite class: F. A. Hough (M.G. saloon), 9 marks. Car, 1st class: A. Harrison (Austin 7), 19 marks. Motor-cycle, 1st class: J. B. Hodson (B.S.A.), 29 marks.

A.C. CLUB RUN FOR DISABLED EX-SERVICEMEN

LAST Sunday, the A.C. Owners' Club organized a rally and run to Eastbourne with the object of giving a day's pleasure to a few of the many disabled ex-Servicemen undergoing treatment at Queen Mary's Hospital, Roehampton. Each car made itself responsible for the entertainment of its guests, and after a picnic lunch at the Devil's Dyke, the party separated before converging on Eastbourne for tea. Parking space for the cars there had been reserved by the police alongside the restaurant.

HALF-LITRE VETERANS' TROPHY

G. R. SYMONDS, of Cooper and Austin fame, has donated a trophy to be competed for annually by Half-Litre Club member-drivers who are 40 years of age or over. The Veterans' Trophy, as it is to be called, will be awarded yearly to that driver scoring the greatest number of points in Formula 3 races at home or abroad, and competing in at least three. Points awards are as follows: All finals, 6 points for first place, 4 for second, and 2 for third; all heats, 3 points for first place, 2 for second, and 1 for third, while a bonus point will be given for each year of age over 40.

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